



Agenda

- Meeting:** Thirsk and Malton Area Constituency Committee
- To:** Councillors Dan Sladden, Caroline Goodrick (Vice-Chair), Keane Duncan, Lindsay Burr MBE, Sam Cross, Gareth Dadd, Janet Sanderson, Greg White, Joy Andrews, Alyson Baker, Michelle Donohue-Moncrieff, George Jabbour, Nigel Knapton (Chair), Steve Mason, Malcolm Taylor and Annabel Wilkinson.
- Date:** Friday, 22 March, 2024
- Time:** 10.00 am
- Venue:** Civic Centre, Stone Cross, Northallerton DL6 2UU

Recording is allowed at County Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Officer whose details are at the foot of the first page of the Agenda. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Business

- Welcome by the Chair - introductions and updates**
- Minutes of the meeting held on 1 December 2023** (Pages 3 - 14)
- Apologies and declarations of interest**
- Public questions or statements**

Members of the public may ask questions or make statements at this meeting if they have given notice and provided the text to Nicki Lishman of Democratic Services (*contact details below*) no later than midday on Tuesday, 19 March 2024. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:

 - at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
 - when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will instruct those taking a recording to cease whilst you speak.

5. **MP - Question Time**
6. **Malton - Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development** (Pages 15 - 34)
7. **Economic, Regeneration, Tourism and Transport Project Development Fund for the Area Constituency Committees** (Pages 35 - 40)
8. **Appointments to Outside Bodies** (Pages 41 - 42)
9. **Work programme** (Pages 43 - 46)
Purpose: To consider, develop and adopt a Work Programme for 2023/24 for the Area Constituency Committee.
10. **Schools, educational achievement and finance report - for information only** (Pages 47 - 64)
Members are requested to review the report ahead of the meeting and highlight any specific issues that need to be addressed and followed up.
11. **Climate change presentation by Councillor Paul Haslam - for information only** (Pages 65 - 72)
Slides from the presentation held online on 16 February 2024.
12. **Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**

Contact details

For enquiries relating to this agenda, please contact Nicki Lishman tel: 01653 638476 or e-mail: nicki.lishman@northyorks.gov.uk

Members are reminded that they are encouraged to contact Officers prior to the meeting with questions on technical issues in reports to expedite business at the meeting and enable Officers to adapt their presentations accordingly.

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

14 March 2024

North Yorkshire Council

Thirsk and Malton Area Constituency Committee

Minutes of the remote meeting held on Friday, 1st December, 2023 commencing at 2.00 pm.

Councillor Nigel Knapton in the Chair plus Councillors Caroline Goodrick, Lindsay Burr MBE, Janet Sanderson, Greg White, Joy Andrews, Alyson Baker, Sam Cross, George Jabbour and Malcolm Taylor.

Officers present: Vikki Flowers, Robert Ling, Graham North and Robert Robinson

Other Attendees: The Rt Hon Kevin Hollinrake MP, Lizzie Boyes, Local System Planning Engineer at North Powergrid and Alastair Taylor, CEO of NYnet

Apologies: Councillors Keane Duncan, Steve Mason and Annabel Wilkinson

Copies of all documents considered are in the Minute Book

24 Welcome by the Chair - introductions and updates

The Chair welcomed everyone to the meeting and confirmed there were no updates to provide.

25 Minutes of the Meeting held on 29 September 2023

Resolved

The minutes of the previous meeting of the committee held on 29 September 2023, having been printed and circulated, were confirmed and signed by the Chair as an accurate record subject to an amendment to reflect the apologies submitted to that meeting that had previously been given by Councillor Baker but not recorded in the minutes.

26 Apologies and Declarations of Interest

Apologies were received from Councillors Keane Duncan, Steve Mason and Annabel Wilkinson.

Councillors Gareth Dadd and Michelle Donohue-Moncrieff joined the meeting remotely using MS Teams.

There were no declarations of interest.

27 Public Questions or Statements

There were six public questions and statements. There were three public questions and statements where the persons who had made the submission were not in attendance. In view of the large number of questions and statements received and the fact that the subject matter was similar to that covered by the other three questions and statements, the Chair

determined that the questions and statements submitted by those who were not present at meeting would not be read out. In doing so, he stated that these had previously been circulated to all councillors on the committee and the questions and statements along with the answers would be included in the minutes of the meeting.

David Turner (unable to attend)

Sometime ago I initially wrote to Trevor Watson, Assistant Director (Planning) at North Yorkshire Council. We had an extended exchange of emails regarding various aspects of the operations of the Ian Mosey Feeds Ltd.

That also lead to an exchange of emails with Jill Thompson, Planning Manager, Malton Office. I'm pleased to say it was all amicable, and much useful and interesting information was exchanged.

My last correspondence with Jill was 11th November 2023, which was concluded with Jill saying that "With regards to the installation of the cooler in 2019, the wording on the web-site does indicate a breach of this condition and this will be something that we will contact the company about."

The wording I was referring to on the Ian Mosey website was "when the cooler was installed (November 2019), director Becky Milne (Ian's daughter I understand) quoted "This new equipment will not only help us to improve product quality but also help to make our Mill more productive."

So, my question is: Firstly, "What action has been taken with Ian Mosey Feeds Ltd about the installation of a cooler in 2019 by which the wording of their own website indicated a breach of one of the Councils earlier Planning Conditions?"

And, secondly, "What is the outcome of that action?"

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The company was contacted (via their planning consultants by email) and attention was drawn to Condition 2 of planning approval ref 11/00498/73A which requires that 'no machinery or other equipment shall be introduced or installed which would have the effect of increasing the current operating capacity of the mill without the prior written approval of the Local Planning Authority'.

In response to the email, it was confirmed that the cooler was a direct replacement of an older cooler which had been decommissioned because it had become corroded and had reached the end of its useful life. The response confirmed that as a replacement cooler it does not have the effect of increasing output and that therefore this does not represent a breach of the condition. In the absence of any information to the contrary, the installation of the cooler cannot be confirmed as a breach of planning control.

The Council is aware that members of the public are concerned about the production/ operating capacity of the Mill and the extent to which there is a consequential increase in vehicle movements. The Council has more recently formally contacted the Company for information relating to the cooler and any other equipment that may have been installed which would have the effect of increasing capacity/output from the site.

Once the Council has received a response from the company it will consider what, if any, courses of action are required. As members of the public may be aware, an appeal against the Enforcement Notice relating to vehicle movements has been lodged and a public inquiry is scheduled for March of next year. The Council will therefore need to prioritise its work to ensure that the Planning Inspectorate's appeal deadlines are met.

Bridget Hannigan (unable to attend)

I write regarding the latest planning application from Ian Mosey Ltd (ZE23/00750/CLEUD) - approved by yourself and enabling a further extension of his operating hours. Given that these decisions seem to be made behind closed doors; in isolation from the people they affect the most, I would be grateful if you could answer a few questions for me.

In Ian Mosey's previous application (21/01658/CLEUD) for unlimited operating hours, your decision was based upon the need to 'protect those living in the locality from the harm which could arise as a result of unrestricted vehicle movements'. Why then have you now apparently abandoned this previous commitment and allowed an even earlier start time of 5.30am?

The very morning after you approved this latest application, grain lorries began coming through the village at 4.40am.

Most people would consider the 6.30am starts to already be disturbing and disruptive to daily life. 5.30am starts, plus the sheer numbers of vehicles now involved, make life here pretty miserable. We are not talking about a quick 'drive-by'. Empty lorries vibrate and can be heard hitting every pothole on the approach to the village - 'thundering' is the common adjective used. Drivers are changing down gears as they approach Oswaldkirk Bank - sometimes losing traction - and labouring up the hill. The Hag acts as a natural amphitheatre and traps the noise. Lorries going up are meeting others coming down and struggling to pass. It takes each lorry approximately 30 seconds to travel through the village. Perhaps that doesn't seem much but please, just try to imagine it... During the 'Mosey Morning Rush-hour' lorries can be coming through the village every 4 minutes. Last Friday, more than 20 had passed through by 6.30am.

There is a huge impact on sleep. We may not have a legal right to sleep but do we not have a moral right? Sleep is essential to life - second only to oxygen - and the serious negative effects of sleep deprivation on mental and physical health are well documented (see work by Professor Matthew Wilson et al). The NHS advises 8 hours of sleep per night. With the scale of Ian Mosey's operation and his regular breaches from 3.30am until 10.45pm, that is an impossibility. There is no respite on Saturdays or Sundays either.

Like many properties in the village, my house is built directly into Oswaldkirk Bank. It is now showing signs of structural damage caused by vibrations, noticeable when fully loaded grain lorries labour up the hill. These narrow B-roads and old villages were not designed for the volume of heavy traffic they are now subject to.

I am pleased you have finally been able to serve an Enforcement Notice on Ian Mosey Ltd. but by approving this latest extension I feel the damage has already been done. Too little, too late. Ian Mosey Ltd. has so far shown complete disregard for planning laws and the communities that surround him, and I don't think that is likely to change with the 'threat' of a fine.

As residents, living and working in Ryedale, are we not all part of its 'rural economy' and therefore vital to its success? I have been a Ryedale resident and worked in the area for over 15 years. Living in Oswaldkirk and having Ian Mosey Ltd. as a neighbour has never been easy, but I fear now, you might just have made it impossible.

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The issue that the Council considered as part of the first Certificate of Lawful Development (CLEUD) application was the extent to which the applicant had consistently breached the relevant planning condition. The Council analysed the evidence over specific time periods. Following the grant of the first CLEUD, the applicant was able to provide additional

evidence which was used in support of a second CLEUD application. This led to a reconsideration of evidence of vehicle movements in breach of the condition for the 5.30-6.30am time period.

Breaches of the condition over this time period have been a reality. On the basis of the applicant's evidence and on our own methodology, the Council had no option but to approve the second CLEUD. As members of the public may be aware a Certificate of Lawful Development can only be determined on the basis of a lawful position, informed by evidence. The merits of the development or actively for which a certificate is sought cannot be taken into account.

Mark Wilson (unable to attend)

The HGV traffic associated with Moseys has increased to a level where it is seriously impacting the quality of life of both my family and other residents of Hovingham. A recent lorry count by residents revealed that in one day 120 lorries travelled both ways along Park Street which is a C class road. This is a typical number for how many come through most days. Park Street joins the B1257 in Hovingham at a T junction outside my house. On many occasions two lorries meet on that junction, one trying to turn into Park Street and one coming out and turning on to the B1257 towards Malton. This really is a bottle neck which results in a traffic jam and on occasions, a lorry mounting the pavement outside my house which is very dangerous. Add into that the noise of lorries braking and accelerating from 4am to late evening, this causes a great deal of disturbance to me and my family. In planning 11/00498/73A, Condition 1 states "to ensure the amenities of nearby residents are not unreasonably affected".

My question is, what has the Council done, and more importantly intend to do to fulfil its obligations to protect the local communities' amenities and uphold the principals of an AONB and reclaim the amenities for my family and other residents?

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The Council has issued an Enforcement Notice in respect of vehicle movements in continued breach of lawful hours. It will defend its position as part of the appeal against the notice by the company for as long as it is in the public interest to do so. The Council will continue to investigate alleged breaches of planning control and will enforce against this when it is considered expedient to do so.

Patrick Meagher

At the previous Area Constituency Committee ("ACC") meeting, residents of Hovingham and Oswaldkirk expressed their dismay that two Certificates of Lawfulness had been approved for Ian Mosey Ltd's Black Dale Mill. They were further dismayed when an associated Enforcement Notice was appealed (though residents recognise rights of appeal).

Truck movements associated with this mill at unsociable hours are already unacceptable. A successful appeal of the Enforcement Notice will only make this worse. The only option for villages in and around this part of the Howardian Hills AONB is to press the council for a Traffic Regulation Order ("TRO").

However, at the previous ACC, residents were told that TROs on Park Street, Hovingham or Oswaldkirk Bank would not be considered. This is before residents had been given any opportunity to put a case to the Local Highways Authority. If a Councillor made up his or her mind before examining a case for or against a proposal, that Councillor would rightly be accused of "predetermination".

Therefore, I am asking if residents may be given the opportunity of a meeting with the Local

Highways Authority so that a discussion can take place whereby "Enforcement Resources", "Displacement" and other issues or measures can be explored.

In summary, is it too much trouble to ask for a meeting?

Response from Richard Marr, Area Manager – Area 4

The local Highways Area Manager will contact the Parish Councils of Hovingham and Oswaldkirk to arrange a meeting with them and any other Parish Councils who are involved, to discuss the reasons behind our concerns in creating Traffic Regulation Orders to restrict HGV movements in their villages.

Tony Mathe

As a resident of Park Street in Hovingham for the last 10 years, I have become increasingly concerned by the amount of commercial HGV traffic passing through a small, residential area. After a small amount of research, it became obvious that this increase was as a result of the expansion at the Ian Mosey plant. My initial concern was the obvious disregard to the planning agreement restricting the hours that vehicle movement was allowed. Even after a great deal of publicity, this rule breaking continues. My major concern has now moved onto the unrelenting expansion of the plant, which will inevitably increase the HGV movement through an area of natural beauty, with roads never designed to take this type of traffic.

As a homeowner, who struggles to sit in his garden or open windows during the summer months, due to the noise or is woken up from 4.30 in the morning when an empty Ian Mosey lorry flies down the road, living in the beautiful village of Hovingham is becoming intolerable.

So my question is will the authorities take a detailed look at the Ian Mosey business model, including any planning permissions and decide if it is appropriate to be based in an AONB and or fair for the residents of many local villages to put up with the constant disruption?

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The business is an existing established business. It is located where it is and has been present at the site for several decades. It is not for the Council to assess the merits or otherwise of the company's business model. From a planning perspective, the Council will take account of all of the issues which are raised by any future planning applications that it receives from the company. In addition, the Council will continue to use its planning enforcement powers, as it is doing in this case, to address breaches of planning control.

Ann Meagher

Firstly I would like to give an insight into what it's like living along Park Street in Hovingham.

Every morning from around 4.30 I am woken by the clattering and banging of a grain bulker driving over three sunken drain covers in the road. The noise is worse when they are empty.

This is the start of nearly 17 hours of HGV movements. Most, if not all, of the 44 tonne grain bulkers are going to and from Blackdale Mill in Coulton along with smaller 8 wheel rigid mill trucks and stock lorries.

A resident counted over 120 of these vehicles in a 14 hour period just through Hovingham alone!

Can you imagine having to live with that constant noise? I can't enjoy my garden in the summer. I can't sit quietly in my house and read. Some people have had to change the way they live in their homes: moving the bedrooms back of the house, having a smaller

sitting room at the back just to escape the noise. It is causing a lot of distress to a lot of people

Also, the damage these vehicles are doing to the road is enormous with Highways recently spending in excess of £220,000 patching up Park Street near to its junction with Coulton Lane - damage caused by lorries.

The blight on the village of Hovingham and surrounding villages is all down to one company whose business has been allowed to grow beyond all acceptable levels on its current site and who have not given any thought to ensuring that the amenities of nearby residents are not affected. The business will almost certainly be allowed 24/7 vehicle movements in the very near future too.

I can't think of anywhere else in the country where nearly four hectares of an AONB have been concreted over for a business that could, very easily, have been sited elsewhere.

Questions:

- What are the Planning Department's plans going forward to prevent any future expansion of this business on its current site?
- Are they able to scale back production to that agreed in previous planning applications/approvals?
- How and why has there been such a huge increase in output (932%) and therefore vehicle movements?

Response from Jill Thompson, Service Manager, Planning Services, Ryedale area

The Council is not aware the business has plans to expand at the current site. Mrs Meagher will be aware that the Council will have to consider any future applications for any further expansion at the site on their merits. It cannot predetermine any application. However, given the current position and the issues raised by the current operation of the business, it would be reasonable to say that the Council would consider any such proposals very carefully.

At present, the Council is not in a position to explain increases in output/ vehicle movements over time and output tonnage from the mill. As stated, the Council is awaiting a response from the company which will help to inform whether increased output has occurred as a result of a breach of planning control. Once this is received the Council will consider what, if any actions it is appropriate to take.

Patrick Meagher, as part of a supplementary question, requested that a meeting be arranged with the NYC Highways Services to try and find a solution to the issue.

Tony Mathe, as part of a supplementary question, expressed his concerns about previous non-compliance with the planning conditions and stated that this should be taken into account.

28 MP - Question Time

The Rt Hon Kevin Hollinrake MP was present at the meeting and highlighted the following issues that were of concern in the constituency:

- Small Business Saturday is coming up. This is a great opportunity to show support for small businesses during what is a very difficult trading period due to increased energy prices and suppressed demand due to the cost of living crisis
- There is a need to engage with local businesses to find out what skills they need for their future workforce

- There will be a move of funding from HS2 to transport schemes in the North of England. For North Yorkshire, improvements to the east-west connections are critical.
- Work continues to progress improvements to the A64
- There is a need to ensure that planning supports, and does not stifle, economic growth and development.
- There is also a need to review the long-term funding of buses, particularly in rural areas. The £2 cap on ticket prices has been successful in attracting people back onto buses but it will soon be removed.

There followed a discussion, with key points as summarised below:

- It is imperative that the A64 is upgraded so that it can support economic growth and development in the area. The dualling of the A64 has been promised for the past 50 years
- There is a need to ensure that new and innovative ways of constructing affordable housing are considered, to help stimulate housing development
- Concerns over the use of good quality farmland, which could be used to grow food and help ensure food security, for solar farms
- Houses that are being built need to conform to the highest environmental standards and include solar panels as standard. It simply makes no sense to retrofit once built
- Concerns that there was often incremental development of areas over a long period of time that put additional stress on local infrastructure, such as roads, water, schools and GP practices
- Interest in understanding what could be done by central government to address the issue of HGV movements through built up areas, especially during the night.

The Chair, Councillor Nigel Knapton, summed up and thanked the Rt Hon Kevin Hollinrake MP for attending the meeting.

29 Broadband update

Considered:

A report by Robert Ling, Director of Transformation at North Yorkshire Council, and Alastair Taylor, CEO of NYnet.

Robert Ling summarised the key points from the report, as follows:

- In 2009, superfast coverage across North Yorkshire was 41%. By 2020, it was at 94%
- The Council offers a free WIFI service in 21 market towns
- Superfast North Yorkshire expects there to be approximately 11,000 premises not covered by superfast broadband by the end of 2024
- About 3,000 of these premises are classified as 'very hard to reach'
- There are a number of solutions for very hard to reach premises, such as low earth orbit satellite schemes
- Public phone boxes may be removed, subject to consultation, if they have made less than 52 calls in a twelve-month period. It is recognised that in some areas public phone boxes provide an essential emergency back-up service.

There followed a discussion with key points as summarised below:

- Concerns raised about the removal of public phone boxes and the criteria used by OFCOM. It is not uncommon for phone boxes to be broken and then left in a state of disrepair for a protracted period. This then means it is not possible for them to be used and so no calls are made, which means that it falls foul of the 52 call limit

- The commercial challenges faced by BT in maintaining public phone boxes is understood but there is a need to understand that impact that the removal of one can have upon a community
- There is a need to preserve public phone boxes in Areas of Outstanding Natural Beauty as they are part of the history of the area
- There are ongoing issues with connectivity in the Filey area that have yet to be addressed
- The changes to the landline network and the move from copper wires to fibre means that landlines no longer work in a power cut. This is of concern for vulnerable people living in an area with a poor mobile phone signal.

The Chair, Councillor Nigel Knapton, summed up and thanked Robert Ling and Alastair Taylor for attending the meeting.

Resolved

1. That Robert Ling and Alastair Taylor attend a forthcoming member seminar to provide an update on the BT switch-over from copper wires to fibre.
2. That Robert Ling and Alastair Taylor attend a future meeting of the committee to provide an update on broadband delivery and performance.

30 Northern Powergrid - Enabling regional decarbonisation

Considered:

A presentation by Lizzie Boyes, Local System Planning Engineer at North Powergrid.

The key points from the presentation are as summarised below:

- Northern Powergrid is responsible for the electricity distribution network and not electricity generation
- It is a utility business regulated by Ofgem
- Northern Powergrid is delivering around £3bn of investment in 2023 to 2028
- There is a need to justify spend as this is ultimately passed onto the customer
- A connection offer will be made to anyone that applies for a connection to the network. All applicants are treated equally
- Northern Powergrid works closely with Local Authorities and other stakeholders coordinating low carbon technology rollouts
- The prices for connection to the grid are regulated by Ofgem and are required to be reflective of real cost
- Northern Powergrid is supporting publicly funded decarbonisation schemes including: Local Electric Vehicle Infrastructure; Social Housing Decarbonisation Fund; Public Sector Decarbonisation Scheme
- There is a scheme to prioritise re-connection to vulnerable people, should there be a power cut
- It is important to encourage people to use power prudently, as this helps reduce the number of pinch points
- Northern Powergrid works closely with the National Grid to manage the connection queue
- The speed of connections being made can be dependent on a number of factors including access across private land.

Councillor Lindsay Burr left the meeting at 3:45pm.

There followed a discussion with the key points as summarised below:

- Two motions have already gone to meetings of the Full Council regarding electricity supply constraints and delays to connection to the grid, which reflects the concerns of local members
- The queue for connection to the grid causes great frustration as local schemes that are able to generate green electricity are unable to get off the ground
- There are concerns that there are a number of schemes in the connection queue that are never going to progress, are stopping others progressing and so should be removed from the queue
- There will be an increasing demand for connections to the grid and increasing capacity within the grid as more local, micro electricity generation is undertaken in communities and more electric cars and electric residential boilers are adopted
- EV charging points in public areas are key to enabling and encouraging people to move from petrol/diesel cars to electric cars.

Councillors Janet Sanderson, Alyson Baker and Malcom Taylor left the meeting at 4pm.

The Chair, Councillor Nigel Knapton, summed up and thanked Lizzie Boyes for attending the meeting.

Resolved:

1. That Lizzie Boyes keeps the committee updated on keys issues relating to the maintenance and expansion of grid capacity and any relevant changes in policy.

31 NYC Safety Advisory Group

Considered:

A report by Callum McKeon, Assistant Director of Regulatory Services at North Yorkshire Council.

The report was presented by Rob Robinson (Environmental Health Service Manager for the Ryedale area, North Yorkshire Council) and Vikki Flowers (Head of Environmental Protection, North Yorkshire Council).

The key points from the presentation are as summarised below:

- The operation of a Safety Advisory Group (SAG) is not a statutory function of the Council. It is, however, good practice model to promote event safety
- The SAG is advisory and as such it has no authority to either approve or prohibit events
- The SAG co-ordinates public bodies and agencies to offer advice to event organisers
- The SAG Chair and administrative support is provided by the Local Authority
- SAGs were delivered from each of the former district/borough councils, prior to the creation of the new North Yorkshire Council on 1 April 2023
- A North Yorkshire SAG Chairs group was established in 2018 facilitated by the then County Council's Resilience and Emergencies Team. This group has played a key role in ensuring that, post 1 April 2023, there has been a consistent approach to the way in which the SAGs work.

An overview was then provided on the role of the SAG for the event known as 'Pickering Rocks' held on 9 September 2023.

Councillors Greg White and Michelle Donohue-Moncrieff left the meeting at 4.05pm

There followed a discussion with the key points as summarised below:

- It is important to recognise that larger events and entertainment can help generate significant income for local businesses and raise the profile of the local area as a tourist destination
- Events bring the community together and help break down barriers
- It was felt that the SAG has not helped to enable the Pickering Rocks event to go ahead and that much of the advice given had been un-coordinated and sometimes contradictory
- Particular concerns were raised regarding the role of the Police in the SAG and their understanding of the role of the group and the importance of timely advice that helps resolve, rather than create issues
- The SAG does not approve events, it offers advice. It is important that the SAG understands this going forwards
- There is a lot that can be learnt from the role of the SAG in the 'Pickering Rocks' event that can be applied to the work of the SAG in the new council.

The Chair, Councillor Nigel Knapton, summed up and thanked Rob Robinson and Vikki Flowers for attending the meeting.

32 Levelling Up Fund Round 2 and 3 update

Considered:

A report by Graham North, Highways and Transportation at North Yorkshire Council.

The key points from the presentation of the report are as summarised below:

- The Thirsk and Malton bids to the Levelling Up Fund (LUF) in 2022 were not successful
- The overall feedback from government on the bids suggested that the following could have been given greater consideration: a strengthening of the strategic, economic and deliverability aspects of the bid; greater engagement with local people; more detail on how the scheme aligned with national guidance; and greater clarity and evidence of the Gross Value Added (GVA) benefits in the economic case.
- The single-track platform at Malton poses problems for accessibility and economic development in the area
- The lack of success with the funding applications has been frustrating and disappointing but there may be opportunities through other funding streams.

There followed a discussion, the key points of which are as summarised below:

- The reasons given by government for not awarding the funding do not make sense. Both schemes were straight forward with clear and quantifiable benefits to the local community and local economy
- The work that has been put in will not be lost as there will be other funding opportunities that can be applied for
- It would have been helpful when applying through the LUF programme if the North Yorkshire bids could have been submitted separately as opposed to jointly.

The Chair, Councillor Nigel Knapton, summed up and thanked Graham North for attending the meeting.

33 Appointments to Committees and Outside Bodies

Considered:

A report by Daniel Harry, Head of Democratic Services and Scrutiny at North Yorkshire

Council.

Members were requested to consider making appointments to the newly constituted Development Plan Committee based upon political proportionality as indicated in para 2.5 of the report.

Resolved:

1. That the following appointments be made to the Development Plan Committee:
 - Cllr Goodrick (Conservative and Independent)
 - Cllr Baker (Conservative and Independent)
 - Cllr Andrews (Liberal Democrat and Liberal).

34 Update on Scrutiny of Health Committee's ongoing scrutiny around Yorkshire Ambulance Service, Dentistry and GP appointments

Report circulated for information only

There were no comments on the report of the work of the Scrutiny of Health Committee's ongoing scrutiny around Yorkshire Ambulance Service, Dentistry and GP appointments.

35 Work Programme

Considered:

A report by Daniel Harry, Head of Democratic Services and Scrutiny at North Yorkshire Council.

Members were requested to consider the committee work programme, in light of discussions at the meeting and suggest any matters that may need to be included. Those items suggested will be investigated by the Democratic Services Officer and then a decision made by the Chair, Vice Chair and Group Spokespersons at the next Mid Cycle Briefing.

The Chair proposed, subject to agreement by committee members and following confirmation by the Monitoring Officer, that the start time of the meeting scheduled for 22 March 2024 be moved from 2pm to 10am. Also, that the meeting be held at the former Hambleton District Council offices in Northallerton.

Resolved:

1. That the committee review and comment upon the committee work programme, forwarding any suggested topics for inclusion to Democratic Services
2. That the meeting of the committee scheduled at 2pm on 22 March 2024 to be moved to start at 10am, subject to agreement of the full committee and confirmation by the Monitoring Officer
3. That the meeting on 22 March 2024 be held at the former Hambleton District Council offices.

36 Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.

There were no items of urgent business.

The meeting concluded at 5.00 pm.

North Yorkshire Council

Thirsk and Malton Area Constituency Committee

22 March 2024

Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

- 1.1 To seek endorsement from the Area Constituency Committee Members that the Corporate Director, Community Development spends £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route.

2.0 BACKGROUND

- 2.1 Considerable effort has already been made, by local community members and staff from Parish Councils, the former Ryedale District Council, and current North Yorkshire Council (NYC) Officers to assess suitable and sensible routes for a 40-mile market town circular route between Malton and Helmsley, via Hovingham and Kirkbymoorside. Some funding applications for small sections of route and further development of designs have been made with some success and some disappointments.
- 2.2 The routes have not been prioritised for development in North Yorkshire Councils existing budgets as the schemes were outside of the scope of the Local Cycling and Walking Infrastructure Plan for Malton, which sets out our priorities for active travel infrastructure for Government, but also because delivery is largely reliant on central government funding for active travel which requires the scheme to offer value for money (through enabling large numbers of people to travel via active mode to justify the expenditure) and be LTN 1/20 (Government's cycle infrastructure design standards) compliant which can be difficult to achieve in rural areas given the topography and availability of highway space.

3.0 Proposal

- 3.1 NYC has asked WSP to review the Malton-Helmsley-Pickering Active Travel Route in the context of feasibility and fundability. Traditional feasibility methodology, focused on anticipated commuting trips, are highly unlikely to make a persuasive funding case for any of the proposed active travel infrastructure grants from central government but this leaves rural areas (with a good case for significant leisure trips) behind with potential issues of social isolation and poor modal choice as we look to decarbonise North Yorkshire. This project will provide us with concept plans and high-level cost estimates with an indicative delivery programme so that if appropriate detailed designs are completed, we can look at grant funding opportunities or fundraising to deliver much needed active travel infrastructure that the area lacks.

3.2 In the absence of this ACC funding it is unknown when the scheme would be developed. Demonstrating that rural routes are as important to us as urban routes by beginning development will enable NYC to continue to campaign to Active Travel England to change the way that they view such schemes. Government have already begun to recognise the challenges associated with delivery of active travel infrastructure in these places and are preparing to release newly developed guidance to support this, however, if we can get ahead of the curve, we could be a trailblazer going forward.

3.3 A copy of the scoping form which will be reincludes more details on the proposal can be found at Appendix A.

4.0 ALTERNATIVE OPTIONS CONSIDERED

4.1 An alternative option considered was to look at feasibility and fundability of smaller sections of the route, but to align strategic ambitions and achieve economies of scale, developing the full route and then breaking it down into smaller sections for grant funding is a better option.

5.0 FINANCIAL IMPLICATIONS

5.1 The proposal is for the ACC to endorse the project being put forward to the Corporate Director, Community Development to spend £22,157 from the 2023/24 Economic, Regeneration, Tourism and Transport Project Development Fund therefore there are no financial implications at this stage. If this funding is not approved by the Corporate Director, Community Development the project will not go ahead.

5.2 This is a proposal for an initial piece of work that would require further development to 'detailed design' stage before it can be considered 'shovel ready' and applications for grant funding or other fundraising can begin. It is anticipated that, subject to the outcome of the first report demonstrating feasible options and depending on cost for the next stage of work against the available budget, a bid would be made to the 2024/25 Economic, Regeneration, Tourism and Transport Project Development Fund to complete the next piece of work.

6.0 LEGAL IMPLICATIONS

6.1 Consideration has been given to any legal implications in using the funding should it be allocated, there are no requirements at this stage.

7.0 EQUALITIES IMPLICATIONS

7.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as Appendix B.

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix C.

9.0 REASONS FOR RECOMMENDATIONS

- 9.1 Developing a scheme to 'bid ready' stage means that an application can be made to new grant funding opportunities or fundraising efforts can be made with greater cost certainty. Further delivering active travel infrastructure offers greater transport choice, better connections to key service centres, decarbonisation and improved health and wellbeing benefits.

10.0 RECOMMENDATION

- 10.1 To seek endorsement from the Area Constituency Committee Members that the Corporate Director, Community Development spends £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route.

APPENDICES:

Appendix A – Scoping and Sign Off Form
Appendix B – EIA Screening Form
Appendix C - CCIA screening form

BACKGROUND DOCUMENTS:

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
22 March 2024

Report Author – Keisha Moore, Senior Transport Officer
Presenter of Report – Keisha Moore, Senior Transport Officer

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

2Economic, Regeneration Tourism and Transport

Project Development Fund



Project Scoping & Budget Holder Approval Form

SECTION A – PROJECT SCOPING

NYC Area Constituency Committee Name	Thirsk and Malton	
Project Name	Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development	
Description of Project Location	Malton and Helmsley, a 40-mile 'Market Town Circular' with routes between Malton and Helmsley that include travel via Hovingham and Pickering (but more importantly, because of available capital funds Kirkbymoorside and Helmsley)	
NYC Division(s) in which the project is located	Malton	
Project Lead Officer Details	Name	Keisha Moore
	Job Title	Senior Transport Planning Officer
	Email	
	Telephone	

1. PROJECT DETAILS

Please outline why the budget is required and what are the current barriers to project development it will help overcome?	NYC has asked WSP to review the Malton-Helmsley-Pickering Active Travel Route in the context of feasibility and fundability. Traditional feasibility methodology, focused on anticipated commuting trips, are highly unlikely to make a persuasive funding case for any of the proposed active travel infrastructure grants from central government but this presents rural areas (with a good case for significant leisure trips) behind with potential issues of social isolation and poor modal choice as we look to
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	<p>decarbonise North Yorkshire. This project will provide us with concept plans and high-level cost estimates with an indicative delivery programme so that if appropriate detailed designs are completed, we can look at grant funding opportunities or fundraising to deliver much needed active travel infrastructure that the area lacks.</p>
<p>Please detail what specific costs the budget will be spent on?</p>	<p>A Feasibility report containing the following outputs:</p> <ul style="list-style-type: none"> • A review of work to date (to include working closely with key external stakeholder groups) • Data Collection about the area using desktop sources to produce a technical note detailing route maps/highways extents, trip generators etc. • Route Audits to include site visits • Optioneering including a workshop with key internal and external stakeholders to discuss concepts designs and strengths / weaknesses to inform final proposals • Route concept development including internal/external stakeholder workshop to seek feedback on draft drawings and collate feedback and; • Finalise concept plans and develop high level cost estimates including a final internal/external stakeholder workshop to present final concept designs • Economic assessment including a summary of economic benefits based on similar case studies • Deliverability to include an indicative delivery programme and next steps <p>The volume of external stakeholder input is reflective of the influence the group has/needs to be able to fundraise should central government funding opportunities for rural schemes not become available.</p>
<p>Please describe the future project that this activity will help to unlock.</p>	<p>This work will look at design options and indicative costs that would need to be further developed to 'detailed design' stage before they can be considered 'shovel ready' but once we have indicative costs, we can start looking at what funding or fundraising opportunities should be targeted</p>
<p>2. STRATEGIC FIT</p>	
<p>Detail how the project will contribute to the North Yorkshire Council 'Council Plan' and the Economic Growth Strategy or the Destination Management Plan</p> <p>(Reference should be made on how a future project will help deliver the respective strategies)</p>	<p>The project will contribute to the five ambitions included in the Council plan under the following themes:</p> <ul style="list-style-type: none"> • place and environment. <p>The project will:</p> <ul style="list-style-type: none"> ○ Promote and encourage active travel including walking and cycling

	<ul style="list-style-type: none"> ○ Encourage and support sustainable living in our communities and towns as well as the transport in between, including promoting and encouraging active travel including walking and cycling ○ Seek improvements to transport connectivity and inclusion (especially east-west links) ○ Ensure that developments meet the needs of all and consider health and social inequality offering Housing developments easier access to employment and economic opportunities ● Economy <ul style="list-style-type: none"> ○ Harness North Yorkshire’s natural capital and promote the green and blue economies through design ○ Support us to attract and retain young people and working age adults to live and work in North Yorkshire by offering modal choice ○ To promote and improve North Yorkshire’s tourism, sporting, and cultural offer, to increase visitor spend in three key market towns, and be accessible for all (walkers, wheelers, and cyclists) ○ To promote economically and environmentally sustainable tourism by providing safe active travel infrastructure that doesn’t currently exist ● health and wellbeing <ul style="list-style-type: none"> ○ Encourage people to make informed choices about their health and encourage active and healthy lifestyles ○ Support improvements to peoples mental health and wellbeing ○ Help maintain and develop high quality, inclusive sport and leisure facilities ○ Develop new, integrated models for the delivery of leisure services (active travel infrastructure that caters for leisure users) that meet rural and urban needs. ○ Support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling. ○ Help reduce health and social inequalities through healthy place-shaping and targeted work with groups, communities and neighbourhoods. ○ Help to address the wider social, economic and environmental determinants which influence health inequalities and compromise the health, well-being and life chances of children and young people, such as road safety ● People <ul style="list-style-type: none"> ○ Improve road safety to prevent injury, disability and death caused by road collisions.
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	<ul style="list-style-type: none"> • Organisation <ul style="list-style-type: none"> ○ Reduce the amount of business miles travelled in employees' own vehicles by encouraging alternatives such as active travel, public transport and virtual meetings. <p>Locality working is another key element to the council plan, with the plan outlining our four pillars of locality working:</p> <ul style="list-style-type: none"> • local services and access • local accountability • local action • local empowerment <p>This is a project which is very important to local campaign groups, including Kirkbymoorside Environment Group and Ryedale Cycle Forum, who have long requested NYC support to develop these routes, however, a lack of available funding given the challenges of making a valid funding case because of a low benefit cost ratio (due to high estimated construction costs and the poor potential of the scheme supporting and increase in commuting trips which is how the government currently assess schemes) has meant the scheme has not been prioritised.</p> <p>Rural routes need development and doing so will enable NYC to continue to campaign to Government to change the way that they currently view/assess rural schemes for funding.</p>
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3. LOCAL FIT

<p>Detail how this project meets local priorities including linkages with local regeneration plans and strategies.</p>	<p>Part of the Malton to Helmsley (via Hovingham) route is included in our Local Cycling Walking Infrastructure Plans which are our investment proposals for active travel infrastructure in the area.</p> <p>We also have a Local Transport Plan an existing and emerging once which includes a draft Major Schemes Pipeline which is a list of NY's long term investment priorities and both the Malton to Helmsley and Pickering to Helmsley routes are listed.</p> <p>Linking into the broader picture of existing cycling routes in the local area, which the Market Town Circular would complement, are:</p> <ul style="list-style-type: none"> • The North Yorks Moors Cycleway • Moors to Sea • The Wolds Way • Malton – Pickering <p>Pickering CIC are investing in cycling opportunities to encourage cycling and listed below are some of their planned activities:</p>
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	<ul style="list-style-type: none"> • After school cycle maintenance sessions • On road cycling confidence building sessions • Led rides • Additional cycle storage facilities • New Pump Track • Improved infrastructure to Newbridge Park to access the pump track <p>All the above things will hopefully increase the number of people who opt for active travel as their preferred mode of travel, whilst improving peoples heath and wellbeing, reducing congestion and improving air quality.</p> <p>To encourage adults to cycle within the area, Cycle With Confidence sessions have been organised, where participants increase their cycling confidence and knowledge of recommended road positions for safety.</p> <p>The NYC Sustainable Transport Officer and North York Moors National Parks Cycling Development Officer are currently researching the possibility of a cycle hire scheme, working with Moorsbus and current cycle shop/hire providers, to offer customers the option of multi-modal travel.</p>
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4. FINANCE

<p>Will the service area be making a financial contribution to the project development costs? If so, please detail.</p>	<p>Officers at North Yorkshire Council have used the Major Schemes Development budget within the Environment Directorate to fund £5,000 worth of scoping activity which brings down the overall cost of the works</p>
<p>Please confirm the amount of money required.</p> <p>Please provide a breakdown of costs / estimates where available and how these have been calculated.</p>	<p>£22,157</p>

5. DELIVERY, TIMESCALES AND MONITORING

<p>What is the staffing resource within NYC required / how will it be resourced?</p> <p>Has the capacity to complete the activity been confirmed with the relevant service manager?</p> <p>Dependencies on other NYC services</p>	<p>This project can be led by the Transport Planning Team, an officer who has already been working on the project will take the lead in providing comments and approvals to WSP and co-ordinating meetings etc.</p> <p>Inputs will also need to be made my Local Area Highways Officers and planning teams, representatives from the former Ryedale District Council who have been leading on economic development, planning and active travel initiatives.</p>
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<p>Please outline the anticipated timeframe for delivery of the activity?</p> <p>Please include details of how the activity will be procured (if required).</p>	To be agreed, but approximately 12-16 weeks
<p>Can the proposed work to be funded delivered within the allocated financial year?</p>	The work can begin this FY but will roll into the first quarter of the 24/25 FY.
<p>How will progress and the outcome of the project be reported to the ACC to aid effective monitoring?</p>	The lead officer, or a nominated representative will provide a report, briefing note or verbal update (whichever is preferred by the committee) at ACC meetings.

6. BENEFITS

<p>What are the benefits of undertaking this work now?</p> <p>What opportunities / estimated economic, social or environmental benefits could be derived for the future project outlined above?</p>	<p>Developing a scheme to 'bid ready' stage means that should appropriate grant funding be made available we can make a bid alternatively, fundraising efforts can be established with greater cost certainty.</p> <p>Delivering active travel infrastructure offers greater transport choice, better connections to key services centres, decarbonisation benefits and improved health and wellbeing,</p>
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AREA COMMITTEE SIGN OFF

ACC Meeting Date When Project Scope Agreed	22/03/2024	Draft Minute Number	
Signed (ACC Chairman)		Date	

SECTION B – PROJECT EVALUATION

Using the details in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note please comment on how the proposed project meets the identified criteria for the Fund.

Project Name		
SECTION		FIT WITH CRITERIA
1	Project Details	
2	Strategic Fit	
3	Local Fit	
4	Finance	
5	Delivery, Timescales and Monitoring	
6	Benefits	
Evaluation Completed By		Signed
		Name
		Job Title
		Email
		Telephone

SECTION C – BUDGET HOLDER (CORPORATE DIRECTOR) SIGN OFF			
NYC Area Constituency Committee			
Project Name			
Lead Officer			
Requested Budget Allocated?	Yes / No	Value	£
Signed			
Name			
Job Title			
Date			

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	<ul style="list-style-type: none"> To seek approval from the Area Constituency Committee Members to agree to spend £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To develop schemes which encourage active travel contribute to healthier, more decarbonised places. 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposal is securing funding, which will cover the costs of the resource necessary to deliver the programme.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	

Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	14/03/2024		



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development
Brief description of proposal	To seek approval from the Area Constituency Committee Members to agree to spend £22,157 of the Economic, Regeneration, Tourism and Transport Project Development Fund on development of the Malton to Helmsley via Hovingham and Kirkbymoorside) Active Travel Route
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	07/03/2024

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

An alternative option considered was to look at feasibility and fundability of smaller sections of the route, but to align strategic ambitions and achieve economies of scale, developing the full route and then breaking it down into smaller sections for grant funding is a better option.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The impact will be cost neutral.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel *</p>					
	<p>Emissions from construction</p>	<p>*</p>				
	<p>Emissions from running of buildings</p>	<p>*</p>				
	<p>Other</p>	<p>*</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>*</p>				
<p>Reduce water consumption</p>		<p>*</p>				
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>*</p>		<p>Active Travel infrastructure will encourage active travel therefore minimising pollution relating to GHG</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<p>emissions and tyre and brake contaminants.</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>*</p>				
<p>Enhance conservation and wildlife</p>		<p>*</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>*</p>				
<p>Other (please state below)</p>		<p>*</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Accepting the recommendation to accept the funding will have a positive climate change impact.

Prior to construction of any route, a report will be written and an associated climate change impact assessment completed.

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Senior Transport Planning Officer
Service area	Highways and Transportation
Directorate	Environment
Signature	
Completion date	07/03/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 14/03/2024

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North Yorkshire Council

Thirsk and Malton Area Constituency Committee

22 March 2024

Economic, Regeneration, Tourism and Transport Project Development Fund for the Area Constituency Committees

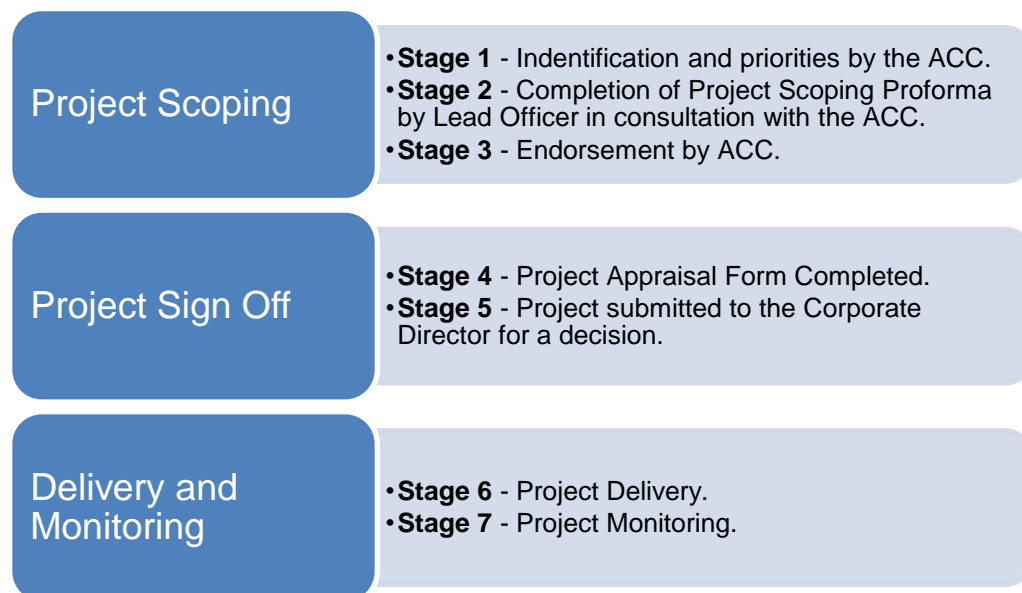
Report of the Corporate Director (Community Development)

1.0 PURPOSE OF REPORT

- 1.1 For Members to consider all suggestions submitted in response to the call for project ideas under the Economic, Regeneration, Tourism and Transport Project Development Fund.

2.0 BACKGROUND

- 2.1 At the meeting of North Yorkshire County Council on 22 February 2023 (*Council Minute 83p*), in respect of the 2023/24 Revenue Budget for North Yorkshire Council, it was resolved that, “£50k be provided annually for each Area Constituency Committee to commission works they feel appropriate for their local area”.
- 2.2 The purpose of the fund is to support activities that help to deliver the North Yorkshire Council ‘Council Plan’, Economic Growth Strategy, Destination Management Plan and other locally important plans and strategies. It aims to stimulate and directly support a pipeline of locally important economic, regeneration and tourism destination development projects that will benefit from existing and future funding and delivery opportunities (whether core or external funding) within the area covered by the respective Area Constituency Committee.
- 2.3 The scope of activity to be supported, within the purpose of the fund, is at the discretion of the specific Area Constituency Committee (ACC) but, could include:
- activity to further develop locally important projects that would form part of a wider capital project pipeline including surveys, feasibility studies, outline or detailed design and market demand analysis. It can also fund business case development of locally important projects or contribute to the ongoing development of larger, major projects so the Council is well placed to secure funding (core or external) and to assist in developing grant-ready applications.
 - targeted contributions that add value to existing or planned physical regeneration or tourism activity and show tangible benefits to address a locally important issue or priority in that area.
- 2.4 The following chart outlines the process for the development, endorsement and approval of projects as detailed in the Economic, Regeneration, Tourism and Transport Project Development Fund Guidance Note (January 2024).



3.0 CONSIDERATION OF PROJECT LONGLIST

- 3.1 An email request to Thirsk and Malton ACC Elected Members was issued on 6 February and again on 20 February for the submission of any ideas or proposals to utilise the 2023/24 £50,000 budget.
- 3.2 All suggestions submitted are outlined in the table below. Further detail has been collected from Members if required, and discussion undertaken with any relevant internal service to ascertain viability; this is summarised in the ‘Preliminary Investigations’ column, with a recommendation to Members alongside each proposed project idea.

Proposed Project	Supplementary Description / Comments	Preliminary Investigations	Recommend to Proceed
A.Crayke to Easingwold cycle path	A discussion was held with local representatives to ascertain further details. It was confirmed that the current road route was inappropriate for cyclists due to the speed limit and width of the road, along with reduced visibility – data suggests 1500-1600 vehicles per day. Potential to create a spur from existing Sustrans Route 65.	Discussions with the Transport team has confirmed this route has not been identified in any LCWIP or Active Travel long list. According to NYC data Easingwold has a low baseline of cyclists but appreciating this view may be different on the ground. Delivery of a 1.9mile route that would cost £m’s would be challenging to secure support for and demonstrate value for money. Transport team will add to the to Active Travel Long List. Initial feasibility would provide outline route suggestions, indicative costs and identify land ownership in order to determine longer term viability of the scheme.	Possible

<p>B. Cycle path connecting Hunmanby and Filey</p>	<p>As per project title.</p>	<p>Discussion with the Transport team indicate that this route is not covered in the area's LCWIP so wouldn't usually be a priority, however we are aware that Sustrans are looking to realign the National Cycle Network Route 1 between Filey and Hunmanby. There is potential for funding support for design and delivery in the future. Transport team will seek a cost for initial development. Further discussions would be required with Sustrans.</p>	<p>Possible</p>
<p>C. Repair of Thirsk Market Place Footpaths</p>	<p>It is understood that previous repair work in this Conservation Area has been undertaken but this has replaced stone paving with tarmac.</p>	<p>Discussion with the former Hambleton area team has indicated that all required testing and design work has been completed – results are awaited which will give an indication of scheme cost, but this is expected to be significantly in excess of £50,000. The Transport team confirmed the scheme had been removed from the Major Schemes pipeline however it has been added to the Maintenance list due to the nature of the work.</p>	<p>No</p>
<p>D. Thirsk and Filey Town Buses</p>	<p>Study of local bus services across the constituency, or a pilot for some new routes to "test the water". Sowerby to Thirsk / Thirsk Station, and Filey were both suggested locations.</p>	<p>Discussion with the Public Transport team has identified that work is already underway to investigate a Sowerby Gate/Village to Thirsk bus service so no further work is required at this time. Some funding is available as a result of the development agreement. Until 18 months ago a bus service operated in Filey. Passenger numbers were low and following the end of the service, there was no interest from other local operators. The team are working in the locality to help support a volunteer car scheme which will contribute towards meeting transport needs. At this time they have advised that no further work is required</p>	<p>No</p>

		as a full Y&NY local transport review is expected through the new Mayor / MCA.	
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- 3.3 Consideration by Members of this is list and the identification of priority projects to progress to the full project scoping phase is being sought. Those schemes selected to progress will undergo a more detailed project scoping process, with fully completed scoping forms returned to the June Thirsk and Malton ACC meeting for a final decision on the allocation of funds.
- 3.4 Further project ideas and suggestions for consideration will need to be gathered in order for Thirsk and Malton ACC to be in a strong position to allocate the 2024/25 budget.

4.0 THIRSK AND MALTON ACC BUDGET INFORMATION

- 4.1 The financial position of the budget allocated to the Thirsk and Malton ACC through the Economic, Regeneration, Tourism and Transport Project Development Fund is as detailed in the table below:

Thirsk and Malton ACC Budget Allocation:

Item	Value
Budget Available (2023/24)	£50,000
Value of projects approved to date	£0
Balance of budget available	£50,000
Balance of budget available if the above project is recommended to and, approved by the Corporate Director	£50,000

- 4.2 At the time of preparing this report no funding has been formally allocated from this budget by the Thirsk and Malton ACC, however it is acknowledged that there is a separate agenda item in relation to a scheme seeking endorsement: the ‘Malton – Helmsley (via Hovingham and Kirkbymoorside) Active Travel Route Development’ scheme. If approved as written, this would see £22,157 allocated from the £50,000 available in 2023/24, leaving £27,843 for allocation.
- 4.3 At the meeting of the 20 February 2024 (draft Minute 403.c) the Executive agreed the carry forward of any unallocated sums for each of the Area Constituency Committees into 2024/25 for one year only. This would mean (assuming the scheme referenced in 4.2 is approved), there would be £77,843 remaining unallocated in 2024/25.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 5.1 Members of this Committee have been consulted throughout the process.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Members may choose not to progress any of the schemes outlined in this report and may choose to seek further suggestions from Elected Members or Officers.

7.0 FINANCIAL IMPLICATIONS

7.1 There are no direct financial implications arising from the recommendations of this report.

8.0 LEGAL IMPLICATIONS

8.1 There are no direct legal implications arising from the recommendations of this report.

9.0 EQUALITIES IMPLICATIONS

9.1 There are no direct equality implications from the recommendations in this report.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 There are no direct climate implications from the recommendations in this report.

11.0 REASONS FOR RECOMMENDATIONS

11.1 To progress the allocation process of the Economic, Regeneration, Tourism and Transport Project Development Fund available to this Committee.

12.0 RECOMMENDATIONS

It is recommended that the Committee:

- i) considers whether they wish to progress any of the proposed schemes outlined above under the 2023/24 budget;
- ii) issue a further call for potential schemes under the 2023/24 budget to Thirsk and Malton ACC members if no endorsements for the above listed projects are secured; and / or
- iii) issue a further call to Thirsk and Malton ACC members for potential schemes to continue to build a longlist of ideas for consideration under the 2024/25 budget.

Nic Harne
Corporate Director – Community Development
County Hall
Northallerton
22 March 2024

Report Author – Amy Thomas, Economic Development Service Manager
Presenter of Report – Amy Thomas, Economic Development Service Manager

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

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North Yorkshire Council

Thirsk and Malton Area Constituency Committee

22 March 2024

Appointments to Outside Bodies

1.0 PURPOSE OF REPORT

1.1 To invite the Area Constituency Committee (ACC) to make the following appointments on behalf of the Council;

- Ratify an appointment to the Heber Trust.
- Appointments to the Thirsk and Sowerby Swimming Baths Charity
- Appointment to the Vale of Pickering Internal Drainage Board

2.0 APPOINTMENTS TO OUTSIDE BODIES

The Heber Charity

2.1 There was a vacant position on the Heber Charity (Thornton le Beans). In mid-December the charity requested that the appointment be made as a matter of urgency. Councillor Alyson Baker proposed that Jonathan Baker be appointed to the charity and Members of the ACC were asked via email to approve the appointment, subject to it being ratified at the next meeting of the Committee.

2.2 Members of the ACC were contacted by email and asked to agree the appointment. The majority of Members of the Committee agreed the nomination.

The Thirsk and Sowerby Swimming Baths Charity

2.3 There are vacant positions on the Thirsk and Sowerby Swimming Baths Charity to be appointed to by the Area Constituency Committee.

Thirsk and Sowerby Swimming Baths Charity – 6 Members

- Cllr G Dadd
- Cllr D Sladden
- 4 vacancies

The Vale of Pickering Internal Drainage Board

2.4 There is one vacant position on the Vale of Pickering Internal Drainage Board to be appointed to by the Area Constituency Committee.

Vale of Pickering Internal Drainage Board – 5 members

- Cllr G Jabbour
- Cllr C Goodrick
- Mike Potter – Pickering Town Council
- Steve Arnold – Helmsley Town Council
- 1 vacancy

3.0 FINANCIAL IMPLICATIONS

3.1 There are no direct financial implications arising from this report.

4.0 LEGAL IMPLICATIONS

4.1 There are no legal implications arising from this report.

5.0 EQUALITIES IMPLICATIONS

5.1 There are no equalities implications arising from this report.

6.0 CLIMATE CHANGE IMPLICATIONS

6.1 There are no climate change implications arising from this report.

7.0 REASONS FOR RECOMMENDATIONS

7.1 Appointments to outside bodies are made by the Area Constituency Committees as per the Council's Constitution.

8.0 RECOMMENDATION

- i) That the Committee ratifies the appointment of Jonathan Baker to the Heber Charity (Thornton le Beans) to represent the Council on that outside body, to serve until the Council elections in 2027.
- ii) Regarding Thirsk and Sowerby Swimming Baths Charity listed at 2.3 that four representatives, nominated and selected at today's meeting, be appointed to represent the Council on that outside body, to serve until the Council elections in 2027.
- iii) Regarding the Vale of Pickering Internal Drainage Board listed at 2.4 that one representative, nominated and selected at today's meeting, be appointed to represent the Council on that outside body, to serve until the Council elections in 2027.

BACKGROUND DOCUMENTS:

North Yorkshire Council [Constitution](#).

Barry Khan
Assistant Chief Executive Legal and Democratic Services
County Hall
Northallerton
22 March 2024

Report Author – Daniel Harry, Head of Democratic Services

North Yorkshire Council

Thirsk & Malton Area Constituency Committee

22 March 2024

Work Programme

Purpose of Report

That Members review the Committee's work programme, considering the outcome of discussions on previous agenda items and any other developments taking place across the area.

Work Programme

The draft Work Programme for 2023/24 is attached at Appendix 1 and takes account of the areas of work identified by the previous Committee. These items could be considered during 2023/24 by the Committee and Members can prioritise these for consideration at future meetings. Members can also suggest new issues for consideration that can be placed into the Work Programme.

It is recommended that the Committee regularly revisits the Work Programme to review areas that could be covered in forthcoming meetings with additional, relevant items identified by Members added to the Work Programme.

Remit of the committee

The Area Constituency Committees:

- Act as a forum for Members to bring forward issues affecting their local Electoral Divisions
- Hear and respond to questions and statements from members of the public relating to anything affecting the community within the constituency area
- Agree a Work Programme which lists items of business which the Committee wishes to consider at future meetings
- Undertake meaningful scrutiny of local health issues within their constituency area, complementing the strategic work undertaken by the Scrutiny of Health Committee
- Undertake meaningful scrutiny of local transport issues within their constituency area, complementing the strategic work undertaken by Transport, Economy and Environment Overview and Scrutiny Committee
- Act as consultees in major decisions that affect their constituency area (including responding to consultations)
- Make recommendations on the application of Innovation funding (supported by the Stronger Communities Team)
- Develop a working relationship with the local MP, sharing updates and information on relevant local issues being addressed by the committee.

Scheduled meeting dates

The Meeting dates for 2024/25 are set out below:

Friday 14 June 2024 at 10am

Friday 27 September 2024 at 10am

Friday 29 November 2024 at 2pm

Wednesday 15 January 2025 at 10am – Budget proposals meeting

Friday 28 March 2023 at 10am

The majority of the meetings have been arranged for a Friday to enable the attendance of the local MP, subject to the committee issuing him an invitation to attend.

Recommendation

Members are asked to:

- (i) Consider, review and develop the Committee's Work Programme;
- (iii) Note the date and time of scheduled meetings for 2024/25.

Thirsk and Malton Area Constituency Committee Work Programme 2023/24

10am on 22 March 2024

Subject	Description
Attendance of local MP	Opportunity for Kevin Hollinrake to share his views on issues affecting the constituency area
Appointments to outside bodies	Ratification of appointment to the Heber Trust and appointments to Thirsk & Sowerby Swimming Baths Charity
Sign off Project Development Fund 2023/24	Sign off project scoping & budget holder approval form – Cycle path feasibility
£50k Seed Funding 2024/25	Report to summarise the ideas for Members consideration and prioritisation
Annual education report – for information only	Members are requested to review the report prior to the meeting and then highlight any specific issues that need to be addressed and followed up.
Climate Change presentation	For information only
Work programme	Review of future topics relevant to the constituency area
10am on 14 June 2024	
Attendance of local MP	Opportunity for Kevin Hollinrake to share his views on issues affecting the constituency area
Pumping/flooding/traffic management issues in Norton and Malton	Responsibilities of NYC and Yorkshire Water, the provision of pumps agreed by the former Ryedale District Council and Yorkshire Water, and the impact of one-way systems – Matthew Robinson
Let's Talk Food	Feedback and next steps from the Let's Talk Food engagement survey. Angela Crossland, Head of Healthier Lives, Community and Economy
North Yorkshire and York Local Nature Recovery Strategy (LNRS)	Progress report – Tim Johns, Senior Policy Officer
Howardian Hills Joint Advisory Committee	Update on the work of the JAC and next steps/looking ahead.
Appointments to committees and outside bodies	Appointment to the Howardian Hills Joint Advisory Committee
Work programme	Review of future topics relevant to the constituency area
10am 27 September 2024	
Attendance of local MP	Opportunity for Kevin Hollinrake to share his views on issues affecting the constituency area
Work programme	Review of future topics relevant to the constituency area

Areas of work identified but not scheduled:

1. Heritage and Natural Environment - Tourism and the promotion of local heritage and natural environment
2. Public questions and statements – Policy of Member involvement
3. Review of the Area Planning Committees and the scheme of delegation
4. Update on Local Development Plan
5. Update on broadband provision – Robert Ling and Alastair Taylor Dec 2024

Dates and times of meeting 2024/25:

Friday 14 June 2024 at 10am
Friday 27 September 2024 at 10am
Friday 29 November 2024 at 2pm
Wednesday 15 January 2025 at 10am – Budget proposals meeting
Friday 28 March 2023 at 10am

**North Yorkshire Council
Thirsk and Malton Area Constituency Committee
22 March 2024**

Schools, educational achievement and finance

1.0 Purpose of the Report

- 1.1 To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Thirsk & Malton constituency committee area.

2.0 Local educational landscape

- 2.1 There are now 21 primary academies and 5 secondary academies within the Thirsk & Malton constituency area. The academy conversion rate for primary schools is similar within the constituency area when compared to the county as a whole (38.2% compared to 39.1% in North Yorkshire.) The academy conversion rate for secondary schools is also similar (71.4% compared to 67.4% in North Yorkshire).

Summary of schools' status – 1 February 2024

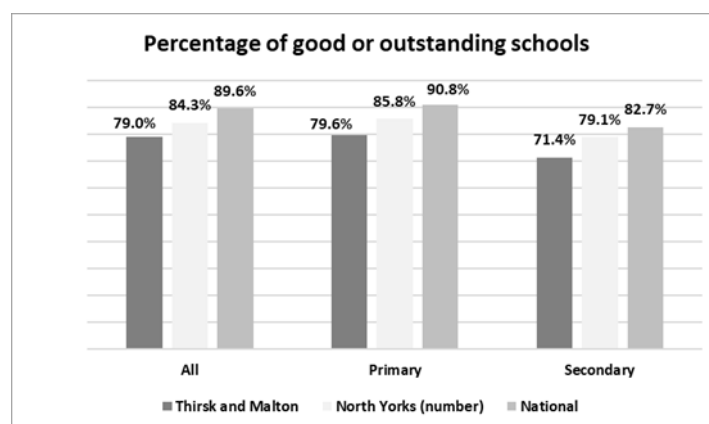
	Schools in North Yorkshire		Schools in Thirsk & Malton ACC	
Primary Maintained	181	60.9%	34	61.8%
Primary Academy & Free School	116	39.1%	21	38.2%
Total	297	100%	55	100%
Secondary Maintained	14	32.6%	2	28.6%
Secondary Academy	29	67.4%	5	71.4%
Total	43	100%	7	100%
Special Maintained	6	60%	1	100%
Special Academy	4	40%	0	0%
Total	10		1	100%
PRU Maintained	4	80%	0	
PRU Academy	1	20%	0	
Total	5		0	100%
Total maintained	205	57.7%	49	58.7%
Total Academy	150	42.3%	25	41.3%
Overall Total	355		74	100%

3.0 School standards

3.1 School Ofsted judgements

In the constituency area, as of January 2024, 79.6% of primary schools were judged Good or Outstanding by Ofsted, which is below the North Yorkshire and National rates. In terms of secondary schools, 71.4% were judged Good or Outstanding, this is also lower than the North Yorkshire and national averages. Overall, there are 5 schools judged 'requires improvement', 8 is 'inadequate' in the constituency area.

At the time of writing, 6 of the 10 North Yorkshire Maintained Special Schools were recorded as either 'Good' or 'Outstanding' and all of the 5 Alternative Provision schools (AP) were recorded as 'Good'. As of the most recent Ofsted inspections in the area, Welburn Hall Special School was graded as 'Good'.



In 2023, 90% (27 of 30) of the Childcare establishments (childcare in non-domestic premises) which have had an Ofsted inspection in the constituency were 'Good' or 'Outstanding'. The rate in North Yorkshire was 94% at the same time.

3.3 Attainment overall

For two years, exams and assessments in schools did not take place because of the disruption to students' education caused by the coronavirus (COVID-19) pandemic. In 2020 GCSEs, AS and A level exams faced widespread cancellation and were replaced with a grading process involving teacher/ centre assessment. Similarly, summer 2021 assessments were awarded based on teacher or centre assessment and no statistical adjustment processes were used. Overall, final grades were significantly higher in both 2020 and 2021 than in 2019.

The Government allowed GCSEs, AS and A Level and equivalent assessments and exams to go ahead in England in summer 2022, and has made some changes to general, vocational and technical qualifications (VTQs). Additionally, school-level performance (league) tables were re-introduced for the end of the GCSE phase (key stage 4) in 2022; school-level information for secondary phase was not published during either 2020 or 2021.

It is important to emphasise that direct comparisons with outcomes from previous years need to be made with the pandemic in mind, as pupils will have had disrupted learning during this period. Apart from this factor, there have also been several changes to exams and grading. As such, the DfE have recommended that caution is exercised when making comparisons with previous years.

In primary schools, performance across North Yorkshire at Early Years (Early Years Foundation Stage Profile) has continued to be above national benchmarks and is beginning to approach attainment seen before the pandemic. Attainment of children at Key Stage 2 however is down slightly on previous years, it is clear that national attainment is yet to recover from the impact of the pandemic.

Initial data is now available for Key Stage 4, giving us an overview of attainment of pupils leaving Year 11 in 2023. Attainment across the country at this Key Stage has

fallen compared to last year. In North Yorkshire, attainment appears to have returned to pre-pandemic levels and is now very similar to National attainment levels.

3.4 Early Years Foundation Stage Profile (EYFSP)

In 2023, 69.3% of children in the constituency area achieved a Good Level of Development. An in-year comparison of EYFSP outcomes with LA and national figures (see table below) shows that a lower proportion of pupils within the constituency area achieved a good level of development compared with all NYC pupils but this is a slightly higher rate than national.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Thirsk and Malton	North Yorks	National
2018	70.60%	72.50%	71.60%
2019	72.40%	72.80%	71.80%
2022	66.50%	68.30%	65.20%
2023	69.30%	79.30%	67.20%

3.5 Key Stage 2

In 2023, 56.1% of children in the constituency area achieved the expected level or above in reading, writing and maths combined, which is the same as the North Yorkshire average and lower than the national average. An in-year comparison of KS2 attainment with LA and national figures is shown in the table below.

Key Stage 2 - percentage achieving the expected standard or above in reading, writing and maths combined.			
	Thirsk and Malton	North Yorkshire	National
2018	60.20%	62.10%	64.40%
2019	64.80%	63.40%	64.90%
2022	59.40%	56.60%	58.70%
2023	56.10%	56.10%	59.60%

3.6 Key Stage 4

Although Key Stage 4 data has been published by the DfE it has not yet been validated at individual school level. Therefore, all data in this section of the report should be considered provisional.

The average Attainment 8 score, which measures the achievement of a pupil across eight qualifications, was 46.4 for 2023. This is slightly below the North Yorkshire average and slightly above the national average. Attainment 8 scores at Key Stage 4 have fallen nationally to 46.2 (from 48.8 in the 2021/22 academic year). We have seen a similar picture in North Yorkshire, with Attainment 8 scores falling to 46.7 (from 50.3).

KS4 – Average Attainment 8 Score			
	Thirsk and Malton	North Yorkshire	National
2018	48.1	48.5	48.5
2019	47.9	48.7	48.7
2022	49.5	50.3	48.8
2023	46.4	46.7	46.2

The Progress 8 score, which measures a pupil's progress from the end of primary school to the end of secondary school, was above the North Yorkshire average in 2023. A comparison of the Progress 8 scores for schools within the Thirsk and Malton constituency area against county-wide is shown below.

KS4 – Average Progress 8 Score			
	Thirsk and Malton	North Yorkshire	National
2018	0.21	0.13	-0.02
2019	0.13	0.10	-0.03
2022	0.07	0.03	-0.03
2023	0.10	0.01	-0.03

The percentage achieving a grade 5 or above (grading is 9-1) in English and Maths (Basics measure) was 45.3% for 2023. This is slightly above the national and slightly below the North Yorkshire average in 2023.

KS4 – Percentage achieving a grade 5 or above in English and Maths			
	Thirsk and Malton	North Yorkshire	National
2018	45.9%	48.0%	43.3%
2019	44.2%	47.4%	43.2%
2022	52.1%	53.8%	49.8%
2023	45.3%	45.7%	45.0%

3.7 Not in education, employment or training

There were 864 young people recorded in Year 11 living in this constituency in May 2023 and of this cohort only 18 (2.1%) were not in education, employment or training after leaving school as of January 2024.

4.0 Suspension Incidents and Permanent Exclusions

4.1 Suspension Incidents

In the 2022/23 academic year, there have been a total of 7639 suspensions for a total of 2753 individual children in North Yorkshire. 391 of these children were on roll of mainstream schools in the Thirsk and Malton constituency area.

In 2021/22, there were 5197 Suspensions for a total of 2046 individual children, 305 of these children were on roll of mainstream schools in the Thirsk and Malton constituency area.

Suspension Incidents						
Academic year	Pupils suspended		Total Suspensions			Most common reason (Skipton and Ripon)
	North Yorkshire	Thirsk and Malton (mainstream)	North Yorkshire	Thirsk and Malton (mainstream)	Percentage of North Yorkshire total (incidents)	
2018/19	2149	302	5970	828	13.87%	Persistent disruptive behaviour (47.8%)
2019/20	1578	246	4365	757	17.34%	Persistent or general disruptive behaviour (63.5%)
2020/21	1578	221	3553	543	15.28%	Persistent or general disruptive behaviour (55.4%)
2021/22	2046	305	5197	915	17.61%	Persistent or general disruptive behaviour (48.5%)
2022/23	2753	391	7639	1200	16%	Persistent or general disruptive behaviour (48.1%)

In 2022/23, schools in the constituency area had a 15% share of the total schools' population in North Yorkshire and had a 16% share of suspensions for the whole county.

4.2 Permanent exclusions

In 2022/23, there were 96 permanent exclusions from all schools in the county, 23 of which were for children in Thirsk and Malton mainstream schools. In the same period of 2021/22, there were 55 permanent exclusions, 7 of which were from the Thirsk and Malton area.

Academic year	Thirsk and Malton	North Yorkshire	Percentage of North Yorkshire total
2018/19	15	87	17%
2019/20	9	51	17.65%
2020/21	4	26	15.38%
2021/22	7	55	12.73%
2022/23	23	96	24%

4.3 Responding to increasing exclusion from schools

From September 2020 a preventative model of alternative provision was commissioned to enhance support for schools in avoiding permanent exclusions and the model is continuing to be refined.

The Inclusion service is continuing to ensure that permanently excluded pupils are receiving the support they need to return to school and the curriculum offered at alternative provision is improving as part of a mainstream school model.

Training is continuing to be offered to schools for pupils with Social, Emotional and Mental Health needs, as part of a commitment to support schools in adopting more inclusive practices.

Two support pathways have also been introduced to reduce and prevent exclusions from schools. The Pupil Support Pathway is used to identify risks of multiple or permanent exclusion and professionals are becoming involve earlier to address difficulties. The School Support Pathway has been implemented to support and challenge schools which are identified as having the highest exclusion rates in the county.

The SEND and Alternative Provision Improvement Plan was published by the government in 2023. The plan was presented as a roadmap for improving inclusion in mainstream schools within a national system but it also acknowledged the role of Alternative Provision (AP) as an intervention rather than a destination for children excluded from mainstream. It also identified preventative approaches similar to the North Yorkshire approach. We can expect the plan to be rolled out as part of a national system in the coming years.

5.0 Special Education Needs and Disabilities

5.1 SEN Statistics for Constituency Area

669 in constituency children with a North Yorkshire funded EHC plan (January 2024) 13.9% of the North Yorkshire total. The most common needs are:

- Autism (36%)
- Social Emotional and Mental Health (SEMH, 18%)
- Moderate Learning Disabilities (MLD, 17%)

1594 in constituency with SEN Support in North Yorkshire schools, 2023 School Census (January) 15.6% of the North Yorkshire total. The most common needs are:

- Speech, Language and Communication (SLCN, 23%)
- Specific Learning Difficulties (e.g. Dyslexia), 21%
- Social Emotional and Mental Health (SEMH, 20%)

5.2 Increasing demand for Education, Health and Care plans (EHC plans)

The continuing rise in new EHC plans being issued by North Yorkshire Council is a consequence of an increasing demand for assessments seen during the course of previous years, a trend which reflects the national picture.

2023 saw the highest number of requests for assessment for an EHC plan since EHC plans were introduced. A total of 1275 requests were received by North Yorkshire Council in 2023, this is a circa 30% increase on the total received in 2022. 183 (14.4%) were for children or young people living in the constituency in 2023, a circa. 51% increase on the 121 in 2022.

At the time of writing, there were circa 600 requests either awaiting a decision to assess, a decision to issue an EHC plan or awaiting the finalising of a plan. At the same point last year, there were circa 300 in process. This rise in requests in process is at least partly due to the difficulty in gathering required information for decisions on EHC plan assessments, owing to an acute national shortage of Educational Psychologists (EPs) available.

North Yorkshire Council's approach to the challenge has involved the contracting of agencies in addressing a backlog in receiving advice from Educational Psychologist services. There has also been a successful recruitment drive in 2024 with the appointment of a new principal EP and a number of part-time and trainee EPs. This is expected to have a consequent effect of an upturn in overall timeliness in final plans being issued towards through the year.

5.3 SEND provision

Providing appropriate provision to children and young people with Special Educational Needs and Disabilities (SEND) has become an area of increasing pressure on resources in local authorities throughout the country. The government has acknowledged these delivery pressures and released the SEND and Alternative Provision Improvement Plan in 2023 to address this and a Delivering Better Value (DBV) programme was announced as part of a best practice approach to sustainable provision for children with high needs.

North Yorkshire has participated in the DBV programme as part of a wider inclusion plan which aims to bring positive change for SEND services. The aim of the programme is to identify changes that will make the biggest difference in getting better outcomes and to help council's use their resources in the most efficient way. Progress against these aims will continue to be monitored.

6.0 Elective Home Education

As of the beginning of the 2023/24 academic year there were 817 children recorded as Electively Home Educated (EHE) in North Yorkshire, 129 of which were formerly from a mainstream school in Thirsk and Malton ACC. At the same point last year, there were 813 children EHE in North Yorkshire, 128 formerly from a mainstream school in Thirsk and Malton constituency area.

In the 2022/23 academic year, 482 children became EHE in North Yorkshire, 90 of which were formerly educated in a mainstream school in the Thirsk and Malton constituency area. This figure in the previous academic year (2021/22) was 78 from Thirsk and Malton out of 452 becoming EHE in North Yorkshire.

7.0 School Finance

7.1 2022/2023 School Revenue Balances

Local Authority maintained school revenue balances as at 31 March 2023 are summarised below, together with a comparison with 2022. The balances are also expressed as a percentage of school delegated budgets.

	Primary & Nursery 170 schools	Secondary 15 schools	Special 6 schools	Pupil Referral Unit 4 schools	Total 195 schools
Total School Revenue Balances (Net) as at 31 March 2023	£15,054k	£-973k	£-887k	£753k	£13,947k
% of Revenue Budget	12.4%	-1.7%	-5.6%	31.4%	7.1%
No. Schools with an Accumulated Revenue Budget Surplus as at 31 March 2023	149	10	2	3	164
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2023	21	5	4	1	31
<i>Comparison to total school revenue balance (net) as at 31 March 2022</i>	<i>£-1,368k</i>	<i>£-770k</i>	<i>£-75k</i>	<i>£-68k</i>	<i>£-2,281k</i>

(The number of school budgets submitted to the local authority for 2022/23 is lower than the total number of local authority maintained schools operating within North Yorkshire due to a number of school federations operating a single, amalgamated budget covering all of the schools within the federation)

31 schools (16% of LA Maintained schools) had an accumulated revenue budget deficit totalling £6.6M as at 31 March 2023. An analysis of the budget deficits by school phase is detailed in the table below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2023	21	5	4	1	31
Total School Revenue Deficit Balances as at 31 March 2023	£-1,078k	£-3,363k	£-2,027k	£-95k	£-6,563k

Average Value of Accumulated Revenue Budget Deficit as at 31 March 2023	-£51k	-£673k	-£507k	-£95k	-£212k
Highest Accumulated Revenue Budget Deficit as at 31 March 2023	-£216k	-£998k	-£1,587k	-£95k	-£1,587k
Lowest Accumulated Revenue Budget Deficit as at 31 March 2023	-£1.3k	-£141k	-£18k	-£95k	-£1.3k

7.2 School Budget Projections - Based on 2023/24 Revised budgets

The 2023/24 Revised Budgets submitted to the local authority by schools in December 2023 are summarised below:

	Primary & Nursery 163 schools	Secondary 14 schools	Special 6 schools	Pupil Referral Unit 4 schools	Total 187 schools
Total Forecast School Revenue Balances (Net) as at 31 March 2024	£11,820k	-£1,393k	-£888k	£593k	£10,132k
No. Schools with an Accumulated Forecast Revenue Budget Surplus as at 31 March 2024	138	7	3	3	151
Average Value of Accumulated Forecast Revenue Budget Surplus as at 31 March 2024	£96k	£307k	£381k	£204k	£113k
No. Schools with an Accumulated Forecast Budget Deficit as at 31 March 2024	25	7	3	1	36
Average Value of Accumulated Forecast Revenue Budget Deficit as at 31 March 2024	-£55k	-£506k	-£677k	-£19k	-£194k
<i>Comparison to total school revenue balance as at 31st March 2023</i>	<i>-£3,234k</i>	<i>-£420k</i>	<i>-£1k</i>	<i>-£160k</i>	<i>-£3,815k</i>

(The overall number of individual school budgets have reduced from 195 to 187 between the 2022/23 and 2023/24 financial years due to 2 schools moving to operate within a joint budget Federation, 5 schools converting to academy status and 1 school closing).

7.3 School Finance and Funding Issues

- The Department for Education (DfE) provided revised 2024/25 school funding information on 6 October 2023 after the identification of an error made by DfE officials during the initial calculations of the NFF and processing of forecast pupil numbers. Nationally, the overall cost of the core schools budget is 0.62% greater than allocated resulting in the funding through the mainstream schools national funding formula (NFF) increasing by 1.9% per pupil in 2024-25, compared to 2023-24; the original increase announced in July 2023 was 2.7% per pupil.
- School budgets have experienced significant cost pressures in the 2023/24 financial year. Cost pressures include:
 - Pay award cost pressures. The September 2023 teachers pay award was 6.5%, with school budgets being required to meet the initial 3.5% cost and the DfE providing additional grant funding to cover the cost in excess of 3.5%. The 2023/24 support staff pay award of £1,925 on non-teaching salary points 2 – 43 (equates to a 9.42% increase for staff on the lowest salary point) is a particularly cost pressure for schools in relation to classroom support staff.
 - Energy inflation cost pressures of 100%
 - Overall inflationary pressures of 10.1%
 - Cost pressures associated with supporting an increasing number of pupils with additional SEND support needs.
 - Below forecast inflation increases in school funding provided by Government for the 2023/24 and 2024/25 financial years.
- North Yorkshire secondary schools are placed 141 out of 150 local authorities in terms of funding level per pupil. On average, a school in North Yorkshire will receive £5,994 per pupil in 2023-24 compared to a national average of £6,542. Comparing the funding for a 1,500 pupil secondary school this equates to a difference in funding of £0.82m. The funding for North Yorkshire primary schools is more favourable with a position 32 out of 150 local authorities in terms of the funding level per pupil. For primary schools, a North Yorkshire school will receive on average £5,125 per pupil compared to a national average of £5,014. The average funding position in relation to primary schools in North Yorkshire is influenced by the levels of the lump sum and sparsity funding received through the DfE National Funding Formula by the relatively high number of small, rural primary schools within the local authority area.
- North Yorkshire has a number of schools that, geographically, are vital in serving their local communities. Inadequate sparsity funding and general financial pressures for smaller, rural secondary schools, continues to be a significant concern. NYC utilises the provision in the DfE National Funding Formula (NFF) to locally provide additional lump sum funding of £50k for the smallest (less than 350 pupils), most rural secondary schools. NYC continues to lobby the DfE and local MPs for higher levels of funding for the small, rural secondary schools within the LA.

7.4 Local Authority Support for Schools in Financial Difficulty

- The Local Authority adopts a number of measures to support schools facing financial difficulty:
 - the use of a financial risk rating framework to determine the level of support, challenge and intervention undertaken at individual school level,
 - the escalation path for financial intervention including the use of Notices of Financial Concern, where deemed appropriate. Currently, eight schools are subject to a Notice of Financial Concern.
 - the undertaking of School Resource Management reviews in individual schools where this has been identified as an appropriate intervention through the risk rating process. The reviews are based on the DfE School Resource Management Adviser (SRMA) model and are undertaken by LA staff, many of whom have the SRMA accreditation
 - continuing to undertake research into small school financial effectiveness to identify and share best practice
 - review of the Schools Financial Value Standard (SFVS) and Resource Management dashboard in financially challenged schools
 - continuing the promotion of school collaboration and the sharing of best practice in terms of effective resource management between schools
 - the provision of Headteacher and Governor finance briefings and training
 - continuing to lobby DfE for fairer funding for North Yorkshire schools, especially in relation to small, rural secondary schools.
- In July 2023, the DfE announced the provision of up to £40 million of additional funding in 2023/2024, to support individual schools which find themselves in particular financial difficulties. Of the £40 million, £20 million has been provided to local authorities which have the most significant maintained school deficits. The distribution of the £20 million is targeted and not every local authority will receive additional funding. The DfE have allocated the £20 million between local authorities who have aggregated school-level deficits as a proportion of their total maintained schools' income above 1%. At the end of October 2023, the DfE announced that North Yorkshire Council will receive a funding allocation of £972k. The DfE have stated the funding is one-off and for the 2023-24 financial year only; there are no plans for the funding to continue for 2024-25. The local authority has developed proposed eligibility criteria and an associated funding allocation methodology for the distribution of the funding to schools in financial difficulty. These proposals will be considered by the Executive in mid-March 2024.

7.5 Schools Financial Position – Thirsk & Malton

2022/23	2023/24
<p>31 schools projecting to be in budget surplus as at 31 March 2023 3 schools projecting to be in deficit by March 2023; 9% of schools in Thirsk & Malton (2 primary, 1 special)</p> <p>Projected average primary surplus = £117k Projected average secondary surplus = £124k Projected average special surplus = N/A</p> <p>Projected average primary deficit = -£9k Projected average secondary deficit = N/A Projected average special deficit = -£1,587k</p> <p>(Data Source – 2023/24 Revised Budgets)</p>	<p>26 schools projecting to be in budget surplus as at 31 March 2024 8 schools projecting to be in deficit by March 2024; 24% of schools in Thirsk & Malton (6 primary, 1 secondary, 1 special)</p> <p>Projected average primary surplus = £97k Projected average secondary surplus = £289k Projected average special surplus = N/A</p> <p>Projected average primary deficit = -£8k Projected average secondary deficit = -£98k Projected average special deficit = -£1,759</p> <p>(Data Source – 2023/24 Revised Budgets)</p>

8.0 Planning school places

8.1 School sustainability

The sustainability of schools is largely influenced by three key factors which are usually related to each other:

- Falling pupil rolls
- School standards
- Financial difficulty

Where school closures have regrettably occurred in North Yorkshire these factors have been relevant. There have been seven closures in the county over the last three years with two of these (Weaverthorpe CE VC Primary School and Hovingham CE VC Primary) occurring in the constituency area.

The LA has approved a consultation on the future of St Hilda’s, Ampleforth CE VC Primary School. There are currently 13 pupils of statutory school age in the school and there are not projected to be any new reception pupils starting in September 2024. This will reduce the number of pupils to 9 from September. The consultation period is running from 1 March to 19 April. The Executive will consider the responses received during this period before deciding whether to proceed with the proposal to close the school.

8.2 Collaborative working

Federations are two or more schools working together to their mutual benefit with the potential to broaden opportunities and contribute to efficiencies. There are now six federations, with single governing bodies, in the Thirsk and Malton constituency area.

8.3 Pupil rolls – current and future

The Council has a statutory duty to ensure sufficient school places are available for every child under the Education Act 1996. For this purpose, it groups schools

together into planning areas in accordance with the requirements of the Education and Skills Funding Agency. Appendix 1 shows the planning areas together with:

- Capacity in the planning area
- Current numbers on roll
- Projected future numbers
- Projected impact of approved housing developments

The Council is carefully monitoring pupil numbers across the Thirsk and Malton constituency area. The general picture shows projected growth in numbers in the urban areas contrasting with declining numbers in rural locations. There are several social and economic reasons for this including the availability and price of housing and employment factors.

A large proportion of the constituency is served by small schools located within villages. A falling birth rate combined with changing demographics means that small, rural schools are facing financial challenges associated with low, or fluctuating, numbers on roll. However, the schools have worked innovatively to mitigate these challenges including forming local federations.

Appendix 1 does not include projections of pupil yield from sites proposed in the Hambleton or Ryedale Local Plans which do not yet have planning approval. Parts of Hambleton's Local Plan falls outside the constituency area. Within the constituency area, Thirsk and Easingwold are the principal towns in the Hambleton Local Plan and the urban areas to accommodate most of the housing growth over the Local Plan period.

In the Ryedale district a high proportion of the projected housing growth has been allocated to sites within the main urban centre of Malton and Norton. Following the creation of North Yorkshire Council the authority is developing a combined Local Plan for North Yorkshire. CYPS officers will work with Planning colleagues to ensure that future allocation of housing and its impact on the sufficiency of school places are monitored. Where appropriate developer contributions will be secured to allow expansions of existing schools or creation of new schools.

The key points to note within LA planning areas across the constituency area are:

8.4 Easingwold Area –

Easingwold town is identified as a 'Principal Area' for housing growth in Hambleton's Local Plan. There is sufficient capacity in Outwood Academy, Easingwold's secondary school, to accommodate the yield of older pupils from this housing in the Local Plan. To help accommodate the yield of younger pupils, Easingwold Community Primary School has recently been adapted to increase its capacity. Having reviewed the potential further impact of the housing development to the rear of Easingwold Primary School, officers have negotiated a developer contribution for expansion of places in the primary school and also additional land for expansion of its playing field land and car park in a Section 106 Agreement.

8.5 Thirsk Area –

The Sowerby Gateway housing development, in Thirsk, is now complete and Keeble Gateway, a one-form-entry primary school, has been opened to serve the Sowerby Gateway development. There are other housing sites allocated for Thirsk in the Hambleton Local Plan. The appended figures illustrate how, despite housing

developments for Thirsk in the Hambleton Local Plan, both the primary and secondary school are forecast to have surplus spaces and the housing is not forecast to generate a shortfall in either school.

8.6 Malton and Norton Area Primary –

As stated above, the Malton and Norton area is the main area of projected housing growth identified in the Ryedale Local Plan. A further form of entry (210 places) was added to Norton Community Primary School partly through the development of a new satellite site at Brooklyn House. This was projected to meet the need for new places arising from existing sites with planning permission within Norton. There is a further school site allocated within the Local Plan for the largest housing allocation in the district at Norton Lodge. Officers are working with the developer to secure the site as part of a S106 agreement. This application was submitted in 2021 and is still going through the Planning process.

Alongside these expansions in Norton there has been a parallel strategy to increase places in Malton. Projects were explored to provide further places through S106 contributions at both Malton Community Primary School and St Mary's Roman Catholic Primary School. The latter of these projects has now completed and provides a further half form of entry (105 places) at St Mary's. At present, pupil yields arising from the housing developments in Malton have not been as high as projected and, as such, no further expansions are planned at this time. The situation is being monitored and if this changes further expansion can be reconsidered.

8.7 Malton and Norton Area Secondary -

At the outset of the Local Plan process in Ryedale there was surplus capacity at both the secondary schools within the Malton and Norton school place planning area. However, given the projected levels of housing growth it was acknowledged that at some point further secondary places may need to be provided. The LA has completed a project at Malton School to support an increase in their admission number. This will provide some additional places that are projected to be required in coming years. However, there is still further capacity available at Norton Academy. The LA will work with both schools to consider further expansion if this becomes necessary, and in particular will review the impact of any new Local Plan allocations.

8.8 Kirkbymoorside Primary Capacity –

Recent years have seen the partial build-out of a longstanding housing allocation in Kirkbymoorside. A s.106 contribution was secured to mitigate the impact of this development and LA officers have worked with the Primary School and their Academy Trust to consider the long-term effects of this development on pupil numbers at the school.

8.0 Welburn Hall School -

Welburn Hall School is a Special School which accommodates pupils from the ages of 8 to 19 with a wide range of Special Educational needs. Following the identification of works required to the heating system in the main building the Council have worked with the school to secure temporary accommodation of pupils on the site whilst a refurbishment project takes place. This is a significant project which also includes works to improve the drainage system across the whole school site. Works are due to

commence on site during the summer of 2024 and be completed for the school to reoccupy the building for September 2025.

9.0 Recommendation

9.1 That Members note the report on educational factors in the Thirsk and Malton constituency area.

Authors: Amanda Newbold (Assistant Director – Education and Skills), Howard Emmett (Assistant Director – Strategic Resources), Janet Crawford (Assistant Director – Inclusion),

Appendix 1 - School Place Planning data

APPENDIX 1

Planning Areas and forecast surplus/shortfall school places

School planning area	Places available as at 2023/2024	Number on Roll 2019/2020	Number on roll 2023/2024	Surplus Capacity 2023/2024	Forecast pupils as at 2028/2029	Pupils from current housing permissions until 2028/2029	Surplus capacity 2028/2029
*School located in a neighbouring constituency area							
PRIMARY							
Thirsk							
<ul style="list-style-type: none"> • All Saints Catholic Primary School, a Catholic Voluntary Academy • Sowerby Primary Academy • Thirsk CP • Keeble Gateway Academy 	899	612	637	262	608	89	202
Thirsk Outer Area							
<ul style="list-style-type: none"> • Alanbrooke Academy • Carlton Miniott Primary Academy • Knayton CE Academy • Sessay CE VC Primary • South Kilvington CE Academy • Topcliffe CE Academy • Pickhill CE Primary* • Dishforth CE Primary* 	912	864	813	99	781	47	84
Total	1811	1476	1450	361	1389	136	286

Easingwold							
<ul style="list-style-type: none"> • Easingwold CP 	297	224	295	2	275	91	-69
Easingwold Outer Area							
<ul style="list-style-type: none"> • Outwood Primary Academy Alne • Crayke CE VC Primary • Forest of Galtres Anglican/Methodist Primary • Huby CE • Husthwaite CE • Linton on Ouse Primary • Sheriff Hutton Primary • Stillington Primary • Sutton on the Forest CE 	1032	808	708	324	695	50	287
Total	1329	1032	1003	326	970	141	218

Filey Primary							
<ul style="list-style-type: none"> • Filey Junior • Filey CE Nursery & Infants Academy 	548	451	435	113	409	35	104
Filey Outer Area							
<ul style="list-style-type: none"> • Hertford Vale CE VC Primary • Hunmanby Primary • Sherburn CE VC Primary 	441	388	361	80	309	5	127
Total	989	839	796	193	718	40	231

School planning area	Places available as at 2023/2024	Number on Roll 2019/2020	Number on roll 2023/2024	Surplus Capacity 2023/2024	Forecast pupils as at 2028/2029	Pupils from current housing permissions until 2028/2029	Surplus capacity 2028/2029
*School located in a neighbouring constituency area							
Malton & Norton <ul style="list-style-type: none"> • Amotherby CP • Malton Primary Academy • Norton CP • St Mary's Catholic Primary School - a Catholic voluntary academy 	1344	1204	1141	203	1085	39	220
Malton & Norton Outer Area <ul style="list-style-type: none"> • Foston CE VC Primary • Langton Primary • Leavening CP • Luttons CP • Rillington CP • Sand Hutton CE VC Primary • Settrington All Saint's CE VC • Slingsby CP • Terrington CE VA • Warthill CE • Welburn CP • West Heslerton CE 	915	838	765	150	722	24	169
Total	2259	2042	1906	353	1807	63	389

North Ryedale Primary Area <ul style="list-style-type: none"> • Helmsley CP • Kirkbymoorside CP • Pickering Community Infant • Pickering Community Junior • St Joseph's Catholic Primary School - a Catholic voluntary academy 	990	779	752	238	759	23	208
North Ryedale Primary Outer Area <ul style="list-style-type: none"> • Gillamoor CE • Nawton CP • Rosedale Abbey CP • Sinnington CP • St Hilda's Ampleforth CE • Thornton Dale CE • St Benedict's Catholic Primary School - a Catholic voluntary academy 	619	465	468	151	481	5	133
Total	1609	1244	1220	389	1240	28	341

School planning area	Places available as at 2023/2024	Number on Roll 2019/2020	Number on roll 2023/2024	Surplus Capacity 2023/2024	Forecast pupils as at 2028/2029	Pupils from current housing permissions until 2028/2029	Surplus capacity 2028/2029
*School located in a neighbouring constituency area							
Boroughbridge Primary Outer Area <ul style="list-style-type: none"> • Dishforth Airfield CP* • Great Ouseburn CP* • Green Hammerton CE* • Kirk Hammerton CE* • Marton-cum-Grafton CE • Nun Monkton Primary* • St Peter's Brafferton CE • Staveley CP* 	784	551	574	210	562	67	155
Northallerton Primary Outer Area <ul style="list-style-type: none"> • Ainderby Steeple CE* • Appleton Wiske CP* • Brompton CP* • East Cowton CE* • Great Smeaton Academy* • Kirkby Fleetham CE* • Osmotherley Primary* • South Otterington CE 	813	572	566	247	514	138	161

SECONDARY							
Thirsk <ul style="list-style-type: none"> • Thirsk School & Sixth Form 	1255	918	1024	231	989	71	195

Central Ryedale <ul style="list-style-type: none"> • Malton School • Norton College 	1971	1655	1815	156	1766	33	172
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Easingwold <ul style="list-style-type: none"> • Outwood Academy Easingwold 	1336	642	732	604	811	73	452
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North Ryedale <ul style="list-style-type: none"> • Lady Lumley's School, • Ryedale School 	1922	1658	1540	382	1372	14	536
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Filey <ul style="list-style-type: none"> • Filey School 	810	386	452	358	476	21	313
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Note

- School planning areas are groups of schools which are used for assessing current and future pupil demand for school place provision and structured according to DfE guidelines.
- Figures above take into account outstanding housing permissions, but not undetermined planning applications or draft Local Plan proposals. Pupil yield from housing is based on 25% for primary aged pupils and 13% for secondary aged pupils.

North Yorkshire Council

How the climate change strategy can help inform the development of the local plan and
How the local plan can help deliver our climate change strategy

2/26/2024 Paul Haslam January 2024

1

North Yorkshire - A great place to...

- Live
- Work
- Thrive
- Play
- Visit

North Yorkshire Council – A Step change in Performance

2/26/2024 Paul Haslam January 2024

2

North Yorkshire Council 2023 – 28
Critical implementations and a Superpower

- The Local Plan
- The Local Transport plan
- The Economic growth Strategy
- Climate Change strategy and Biodiversity

- The Council’s power to convene (Super and soft Power)

2/26/2024 Paul Haslam January 2024

3

We must all be Climate Change Champions now!

Owning and mitigating our impact on the world by measuring our carbon footprint and other actions we take on the natural world if we are to preserve this planet.

As elected representatives we must play our part not only in regulation, scrutiny and investment but in influencing and enabling others to be part of the solution.

Maintain a determined focus on regional policy development and implementation of measures to mitigate and adapt to climate change

2/26/2024 Paul Haslam January 2024

4

As Climate Change Champion: I Champion Councillors to make a difference to climate change.

- Making sure they have access to Climate Change Training starting with the in house program
- Encourage them to support local initiatives / Groups
- To interrogate all reports and policies through a lens of its impact on the climate and environment to ensure climate mitigation and adaptation is business as usual. To prioritise where climate change can help cut the cost of living.
- Encourage them to get their residents to respond to consultations – this is an opportunity to enable your residents to have their say!
- Talk to your parish councils
- To Support Chairs of Scrutiny in their roles from a climate change perspective.

2/26/2024 Paul Haslam January 2024

5

As Climate Change Champion: I Champion the council’s “power to convene” meetings and build partnerships with key strategic providers

- Brierley Companies
- NHS - ICB – our **Health**
- The Police and Fire - food fraud, rural crime, **climate change impact response**
- The Farming Community – **food security** – engaging with GROW Yorkshire
- North Yorkshire Food Partnership **Food Security**
- Yorkshire Water – **Water Security and flood management** – The River Nidd project
- Yorkshire Dales Rivers Trust
- Northern PowerGrid/ National Grid – **(Renewable) energy security**
- Further Education - green skills requirement (4 in 5 jobs relate to transition by 2050) **Resource**
- Business - through the now in house LEP promote the circular economy – working differently, minimising waste
- York City Council Liaison
- National Parks – Yorkshire Dales, North York Moors. 3 AONB.
- Yorkshire and Humber Climate Commission

2/26/2024 Paul Haslam January 2024

6

Call to Action

- **Save** our residents money by building energy efficient houses in the right place with great infrastructure
- **Boost** their opportunities by providing the training for a skilled workforce and creating higher paid jobs by attracting key industry clusters that build on our natural assets
- **Give** people better transport options to get around and move freight efficiently
- **Protect** our **Natural assets** through creating a great local plan
- **Protect** our residents from climate change by effective management of our water, sewage and flooding propensity
- **Invest to Save** where necessary to save our residents' money or provide services to enable them to save money and the environment.
- **Make** North Yorkshire an even better place to live and more **attractive** for visitors

All these actions can combat climate change, don't cost the earth and make life better for residents because we will build them into the plan rather than the need to retrofit

2/26/2024 Paul Haslam January 2024

7

Our Officers have already started preparing with The Planning Policy Climate Change Day in July 23

“A great Opportunity For our team of policy planners, our climate / sustainability officers along with representatives from other service areas and organisations to come together and start sharing knowledge on climate change.”

Nb Please Remember our officers are our trusted advisors

2/26/2024 Paul Haslam January 2024

8

The local plan and climate change

- The development of the new Local plan represents superb opportunities for both mitigation and adaptation of climate change and to really make a difference to the health and wellbeing of our residents.
- The local plan will, by law, need to contain climate change measures that are both Climate mitigation and Climate adaptation.
- **Mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions; Mitigation can mean using new technologies and renewable energy, making buildings more energy efficient, or changing travel behaviour. It will also mean working with nature and the natural world.
- **Adaptation:** Adjustments to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities. Adaptation can mean changes to make development resilient to flooding and extreme weather

2/26/2024 Paul Haslam January 2024

9

So, what's happened to date on CO2 emissions

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And in NY - our CO2 emissions! How can we help?

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Planning and Climate Change - the Law

- Section 19(1A) of the Planning & Compulsory Purchase Act 2004 makes clear that *reducing emissions, tackling climate change and specifically carbon reduction are legal and policy priorities for the planning system.*
- Paragraphs 152-154 of the NPPF, read in conjunction with footnote 53, *set out the need for 'radical reductions' in carbon emissions and for plans to take a 'proactive approach' to mitigating and adapting to climate change, 'in line with' the objectives and provisions of the Climate Change Act 2008.*
- *Local Authorities can lawfully set local buildings energy efficiency requirements that go above Building Regs, so long as they have the evidence to back this up and can prove whole plan viability.*
- *Key statutory document is: - The National Planning Policy Framework (NPPF 2021 onwards) (England)*

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12

Environment Act New Duties

1. All planning permissions granted in England (with a few exemptions) will have to deliver at least 10% Biodiversity Net Gain from Nov 2023 (S98-101). - Climate and biodiversity crises – UK is bottom 10% globally and worst G7 nation for biodiversity loss. Nature is key to mitigating and adapting to climate change, and supporting health and wellbeing
2. Enhanced duty for LAs to conserve and enhance biodiversity (S102) and report on their actions (S103). LPAs will need to comply with the above duty and have regard to the Local Nature Recovery Strategy in local planning policy and decisions (S102).
3. Responsible authorities appointed by the Secretary of State (S105) to lead the Local Nature Recovery Strategy (LNRS), working with a broad range of stakeholders.

2/26/2024

Paul Haslam January 2024

13

Building Regulations and code for sustainable homes (CFSH)

- **Building Regs** are (and were always meant to be) **the bare minimum** that homes should be built to.
- Volume developers will treat them as a benchmark and insist that exceeding them is a viability challenge.
- Relevant parts for building energy - Part L (conservation of fuel and power), and Part F (ventilation).
- Building Regs is a 'performance based' system; outcomes rather than prescriptive rules. Industry decides how to meet the standards. 'Approved Documents' provide certainty that BR has been met.
- 2006 – Code for Sustainable Homes introduced. CFSH1= slightly above BR. CFSH6 = 'zero carbon home (regulated)'. • Ratchet system – from CFSH1 in 2007, to CFSH6 in 2016
- **Although CSFH has been scrapped is CSFH4 is not maximum threshold!**

2/26/2024

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The fundamental considerations of any Local plan

- **Place:** climate impacts play out very differently across the diverse geography of the North Yorkshire. Urban and rural areas, upland and coastal all require different and bespoke responses.
- **Space:** Building resilience requires interlocking measures from big spatial scale coastal realignment to the detail of the way buildings are wired to ensure they are flood resilient.
- **People:** Climate impacts affect people in different ways and particularly affect those social groups least equipped to be resilient. Adaptation has direct and lasting impacts on everyday lives so taking action means working with communities and communicating an effective narrative for change. We need to ensure costs and savings are fair and just as possible.
- **Time:** Building resilience requires thinking about the very long term and at least 100-year planning horizons. This implies new ways of thinking and working. What will a house of 2043 need to be like?
- **What will our required services be especially to homes? For example, weekly food waste collection; health care provision; public transport access; active travel options etc**

2/26/2024

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Place/ Land Management: Trees/ Peat bogs / SSSI

The UK is one the world's most nature denuded countries.

We must protect our assets. Relocating is virtually the same as destroying them. We must work with and around our Natural assets

According to the WWF one hectare of mature trees sequester 100 tonnes of carbon, whilst one hectare of newly planted trees only 3 tonnes.

Therefore the suggested sequence when choosing places are:

1. Don't cut trees/ forests down, drain peat bogs or destroy SSSI
2. Protect, Manage and maintain these areas
3. Restore woodland where it once existed by regeneration or replanting.

2/26/2024

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Houses - ideas

- Highest insulation standards - saving residents money
- Developments with true equal choices of movement – active travel, public transport as well as car
- Developments to have default 20mph for cars to allow multi transport users
- Clean air by using clean fuelled transport/ heating/ cooking
- Powered by renewable energy
- Close to work, amenities and transport hubs
- Easy access for refuse collection
- Easy access for home healthcare

2/26/2024

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Houses - ideas

- Homes cost to retrofit = £20k each (whereas developers could have built to net zero for £5k each
 - could we incentivise developers to do the retrofit by offering £5K on completion of each house
 - could we suggest that if regulations are uprated within the ten year guarantee that they must do the retrofit as part of their warranty.
- Planning Policy viability testing by larger councils such as Reading and Bristol, possibly York to force greater reductions in CO2 emissions
- Previous confusion has forced small councils to shrink from the arguments and settle for lower standards – but we are now a bigger council!!!
- The best ideas are stolen, and we need to look at best climate practice across local plans including our neighbours York and Leeds.

2/26/2024

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Social housing

- How much are we going to provide?
- What standard will it be?
- How will it be maintained?
- **Energy efficient social housing development completed in Harrogate and Skipton**
- ***This is only a small part of the local plan but it does show leadership!***

New Derby council houses generate more energy than they use

Derby Homes has completed the construction of four carbon negative council houses in Derby, which have been praised as a "monumental achievement". They utilise solar panels, insulation and an air source heat pump to reduce bills and emissions. The homes have an A rating for energy efficiency and produce -0.5 tonnes of carbon dioxide, surpassing the net-zero standard. Derby City Council aims to construct all future buildings to the same specification.

[BBC News](#)

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Growth strategy - Use our Natural assets

Food Security is crucial

- Farming – Leading the way in regenerative farming
- Farming the Sea
- Agri tech
- Controlled Environment Agriculture
- Vertical Farms
- Further education Farming training
- University research into farming
- Food Production
- Food Processing
- Food waste and circular economy

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- [Transforming food systems could create multi-trillion dollars of economic benefits every year](#)
- [Home - P3P Partners](#)
- [APS Salads \(apsgroup.uk.com\)](#)
- [Vertically Urban | UK-based Horticultural LED Lighting Manufacturer](#)

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Tourism

- The second largest business in North Yorkshire
- They come to see nature and get away from it all
- Great Local Produce supports great restaurants
- Access to destinations by various modes of transport
- Skilled people to support the sector
- Eco tourism

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Other industries that our natural assets lend themselves to

- Renewable Energy Production including
 - Solar
 - Wind on and off shore
 - Tidal and Wave
 - Data centres - [Deep Green - Climate And Society Friendly Compute](#)
 - Minewater
 - Sewage
 - Geothermal
 - Hydro - rivers

But we need to be cognizant of environmental challenges for example

- [Home - Suffolk Energy Action Solutions](#)

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Other industries that our natural assets lend themselves to

- Commercial Forestry - the UK imports more than 80% of its timber
[Confor : Confederation of Forest Industries \(UK\)](#)
- Retrofitting including skills training (¾ of houses need this) There are few or no local businesses offering this service. There is one award winning service - [RHI information cost effective solar panels installation, heat pumps \[yorkshireenergysystems.co.uk\]](#)
- Recycling and reusing the recycling – not just collection – **embracing the circular economy.**
- "A new multimillion-pound recycling facility in Coventry, founded by eight West Midlands councils, will use robots and AI technology to sort rubbish. The facility, called Sherbourne Recycling, is the first of its kind in the UK and will process the rubbish of 1.5m people across the region. The plant aims to turn residential mixed recycling into high-quality materials to be returned to the UK market. The facility also has the capability to adapt to changes in composition and consumer habits. The plant is "a huge investment but a great return for all councils for the next 25 years", Cllr Carolyn Watson-Merret from Rugby BC said."

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The Local Transport plan

What are our transport needs of the future?
2043?

How does it fit with the local plan and the economic growth strategy?

How does it fit with our climate change strategy?

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Road infrastructure that supports enjoying your journey and having options on how you wish to travel: that promotes shared use and modal shift

- To walking and cycling
- To catching the bus – that is clean, convenient and punctual
- To catching the train
- To park'n'ride
- To driving your car, knowing refuelling is nearby
- To reducing congestion
- To creating cleaner air to breathe

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Imagine: The economic case for supporting "Bike to School"

How many car journeys could this take off the road?

Total number of School Pupils in Harrogate and Knaresborough	16880
number of pupils from outside the area	3000
primary school pupils	7234
secondary school pupils	9646
national average percentage cycle to school	4%
national average that would like to cycle to school	50%
total opportunity pupils to cycle to school in H&K (excluding pupils who live outside area)	6940
Reduction in/ impact on number of cars journeys	????
Estimated number of pupils in H&K that cycle to school	555
one percent more pupils cycling to school (probably 69 less car journeys)	69

Draft Paul Haslam 2019; cllr paul.haslam@northyorks.gov.uk

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Infrastructure: Road that support our plans, not inhibits them

On the basis that major investment is unlikely, how do we maximise the current infrastructure?

- Different parts of society use transport differently for example men and women or children and adults.
- Transport hubs at key locations where transfer from one type of travel to another seamlessly
- Developments with true equal choices of movement – active travel, public transport as well as car
- Appropriate refuelling points
- Easy access for refuse (inc. food waste and recycling) collection, home healthcare and delivery
- Easy access to places of employment

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Infrastructure – Transport Freight

- 90+% of goods / freight in North Yorkshire travel by road
- How does our transport plan facilitate the movement of freight by road?
- Day freight, overnight freight, part shipments, drop and swap to smaller vehicles for access to towns after being trunked long distance.
- Some thoughts:
 1. Suitable sized, conveniently placed laybys for drivers to rest, take a break, sort their tachographs, plan and programme sat nav for next delivery etc
 2. Refuelling – in day deliveries probably back at their base, but overnight. Electric and hydrogen.
 3. Access to quality food
 4. Access to toilet facilities
 5. Return loads

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Infrastructure: Rail that support our plans, not inhibits them

On the basis that major investment is unlikely how do we maximise the current infrastructure.

- Create frictionless access and payment options
- Ensure all have access and support - inclusive
- Add small stations such as Claro road in Harrogate that would take thousands of cars off road whilst making transport to place of work easier
- Modify Train crossings to maximise safe transport flows eg Starbeck crossing in Harrogate
- In the south of the county tap into Leeds Mass transit plans including access to Leeds Bradford airport

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Infrastructure: Public Transport (buses) that support our plans, not inhibits them

- Create equality and safe options - inclusive
- How does it serve us?
- Do we have transport hubs that support the different options?
- Should hospitals / Leisure centres be transport hubs as well as town centres?
- How do we serve our schools?
- How would public transport serve the tourism sector which is huge in North Yorkshire?
- Consider “buses” that carries small freight - “bus provided by Amazon?” and bill board advertising on the side

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Transport - where is it hurting us

People can't get around on their choice of transport at *a price the can afford or when its convenient and even when its inconvenient! It must be safe for all.*

It causes congestion as well as putting toxins in the air

And Carbon emissions: by vehicle type

- Cars 56%
 - Lorries 21%
 - Busses 18%
 - Other 5%
- But let's consider this - *2/3rds of vehicle CO2 emissions come from journeys over ten miles - this means that effective public transport could be a major winner for interurban travel.*

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Transport (Public) references

- Leicester City Council have used the enhanced partnership approach to their buses. [Leicester Enhanced Bus Partnership Scheme 2022-2025](#)
- Work place parking Levy to fund public transport – see Nottingham council [Ten years on: Nottingham's Workplace Parking Levy keeps the city moving ahead – Transport Nottingham](#)
- [How Britain's bus services have drastically declined | Policy and insight \(friendsoftheearth.uk\)](#)

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Infrastructure – water security that can support our plans without polluting our county

Water Management to domestic, business and agriculture

- Supply – where are pipes good enough to support the increased volumes
- Sewage - where are pipes good enough to support the increased volumes, where do they need replacing?
- Flood – should all new houses have water butts as part of their surface water attenuation package as well as providing water in periods of drought?

Rivers (flood management, cleanliness)

Increasingly Heavy Rain in the winter is a consequence of climate change and we need to be able to adapt

- They are too straight – we need to put their wiggle back and not take any more wiggle out
- Combined sewage outflow
- Farmers field run off
- Other pollutants such as Old mining

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Water Security - Sewage

- How do we ensure sewage doesn't overflow in peak water weather events?
- Please watch the testimony from an environment agency official on Thursday at the Harrogate and Knaresborough ACC and see if you come to same conclusions .
- [Live meetings | North Yorkshire Council](#) From about 1hour 13 mins
- We should probably treat sewage infrastructure like the road infrastructure, running simulation models to see if the pipes can cope with the extra excrement!

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Call to Action

- **Save** our residents money by building energy efficient houses in the right place with great infrastructure
- **Boost** their opportunities by providing the training for a skilled workforce and creating higher paid jobs by attracting key industry clusters that build on our natural assets
- **Give** people better transport options to get around and move freight efficiently
- **Protect** our **Natural assets** through creating a great local plan
- **Protect** our residents from climate change by effective management of our water, sewage and flooding propensity
- **Invest to Save** where necessary to save our residents' money or provide services to enable them to save money and the environment.
- **Make** North Yorkshire an even better place to live and more **attractive** for visitors

All these actions can combat climate change, don't cost the earth and make life better for residents because we will build them into the plan rather than the need to retrofit

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Thoughts and Questions

Its helpful if you can contact me in advance but not essential on clrk.paul.Haslam@northyorks.gov.uk - climate change champion

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